

AD-A180 698

DEMOLITION/SALVAGE ANALYSIS OF OFFSHORE PLATFORMS STAGE 1/1

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1 AND 11 (U) BARNETT AND CASBARIAN INC METairie LA

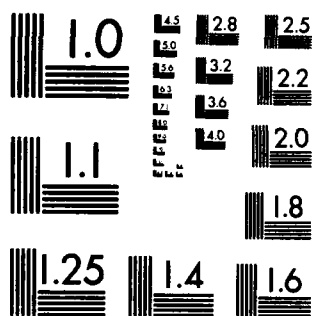
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**PRELIMINARY REPORT NO. 1**  
**DEMOLITION/SALVAGE ANALYSIS**  
**OF**  
**OFFSHORE PLATFORMS**  
**STAGE I AND II**

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Stage I and II

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The U.S. Naval Facilities Engineering Command, Chesapeake Division, awarded  
Barnett & Casbarian, Inc. (BCI) Contract No. N62477-82-C-0393, to perform an  
analysis of alternative methods of demolition, salvage, and/or disposal of two  
offshore platforms. The platforms were designed in the early 1950's (con't)

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and installed in 1957. Stage I is a 16 pile platform installed in 100 ft. of water approximately 12 miles offshore Panama City, Florida. Stage II is a 9 pile platform installed in 60 ft. of water approximately 1.5 miles offshore.

BCI's responsibility for this project includes identifying promising alternatives; inspecting platforms and taking inventory of materials; determining applicable laws and regulations; providing cost estimated; and making recommendations.

A Pre-design Meeting was held at the Naval Coastal Systems Center (NCSC) in Panama City, Florida on April 18, 1983 to discuss the project. The two offshore platforms were inspected on April 19, 1983 and the equipment on the platforms at that time was recorded.

This preliminary report presents the equipment inventory and inspection results.

**PRELIMINARY REPORT NO. 1**  
**DEMOLITION/SALVAGE ANALYSIS**  
**OF**  
**OFFSHORE PLATFORMS**  
**STAGE I AND II**

**CONTRACT N62477-82-C-0393**

**May 1983**

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## **1.0 INTRODUCTION**

The U. S. Naval Facilities Engineering Command, Chesapeake Division, awarded Barnett & Casbarian, Inc. (BCI) Contract N62477-82-C-0393, to perform an analysis of alternative methods of demolition, salvage, and/or disposal of two offshore platforms. The platforms were designed in the early 1950's and installed in 1957. Stage I is a 16 pile platform installed in 100 ft. of water approximately 12 miles offshore Panama City, Florida. Stage II is a 9 pile platform installed in 60 ft. of water approximately 1.5 miles offshore. Figures 1.1 and 1.2 show the location of the platforms.

BCI's responsibility for this project includes identifying promising alternatives; inspecting platforms and taking inventory of materials; determining applicable laws and regulations; providing cost estimates; and making recommendations.

A Pre-design Meeting was held at the Naval Coastal Systems Center (NCSC) in Panama City, Florida on April 18, 1983 to discuss the project. The two offshore platforms were inspected on April 19, 1983 and the equipment on the platforms at that time was recorded.

This preliminary report presents the equipment inventory and inspection results.

## 2.0 INSPECTION

### 2.1 Objective

The objective of the inspection was to determine the general, above-water, present conditions of the structures, and locate any newly formed major structural hazards that will influence disposal plans, compared to the previous survey taken in December 1980.

### 2.2 Stage I - Platform Inspection

The condition of Stage I is generally the same as that of the previous inspection of two years ago with no new major changes. The condition of the topside facilities is fair to poor. The flight deck has miscellaneous equipment on deck, including solar panels and batteries, antennae, cable drums, winches and Nav aids. The paint on the flight deck is deteriorated and where paint has worn off general pitting corrosion has occurred. This is particularly noticeable in low spots on the flight deck where water does not run off. Pits in some areas are 1-inch in diameter with a depth of up to 1/4 inch.

Within the instrument house, the floor is covered with what appears to be a linoleum compound approximately 1 inch thick. This covering has deteriorated in some areas, with worn spots approximately 1/2 inch deep. The housekeeping in the instrument

house has been poor as it has been on the rest of the platform. No diesel fumes were evident in the instrument house as were present in the previous inspection.

The exterior walls of the platform seem to be in reasonable condition with no signs of serious corrosion. Some minor damage to windows is evident, probably due to wind blown debris and vandalism.

Within the main deck, the generator room decking is in fair to poor condition with general pitting throughout. In some spots, corrosion has eaten all the way through the floor. Several holes, some as large as 18" in diameter, have been cut in the deck to allow for instruments. All of the areas within the main deck are in the same fair to poor condition with the exception of the quarters, galley and mess areas, which are in somewhat better shape.

The deck beams supporting the main deck show rust and paint blisters at the junction of the stiffeners and bottom flanges. Undercut on welds and significant corrosion is visible at the stiffener plates on most accessible deck beams and girders. The deck trusses appear to be in good condition inside the main deck area with the exception of the truss member/deck interface where some rusting and corrosion is evident.

Figures 2.2.1 through 2.2.16 show the overall condition of the decks on Stage I.

The deck is supported by 30 inch piling extending through the jacket legs. The piling is shimmed and welded at the jacket/pile interface at the El. (+) 14 foot level.

At the El. (+) 10 ft level of the jacket general corrosion is apparent on all steel that is not covered by monel. Where the angle iron supporting the anode cables are bolted to the horizontal jacket members, corrosion is visible. The monel covering appears in good condition except where attempts have been made to weld to it. At these locations, rusting is noticeable. In several areas, grating is missing, washed off by wave action.

Figures 2.2.17 through 2.2.19 show the overall condition of the top of jacket framing on Stage I.

The gates guarding the stairway access to the deck from the jacket are intact, functional, and locked.

The boat landing and barge bumpers are in very poor shape, with heavy corrosion and deep pitting all over. Some of the timbers have fallen off the barge bumpers. The shims between the jacket

and piling show some corrosion in spots. Paint has blistered in some areas, and where this is removed, and the corrosion products beneath are also removed, pits in excess of 1/4 inch deep are visible.

The deck lifting eyes are inaccessible for close inspection but appear in good condition with no obvious corrosion or pitting. The jacket lifting eyes are not visible above water.

### 2.3 Stage II - Platform Inspection

The condition of the topside facilities on Stage II is generally poor. The flight deck has miscellaneous equipment on deck, including antennae and Nav aids. The flight deck has visible corrosion where the paint has flaked off, and this covers approximately 25% of the deck. The open deck at El. (+) 54.0 ft has miscellaneous equipment on deck including solar panels, batteries, a winch, a generator and two drums of diesel. The deck plating is severely corroded, with heavy rust and pitting over 90 % of the deck.

Within the repair shop the floor plating is severely pitted in areas.

The exterior walls of the platform seem to be in reasonable condition with no signs of serious corrosion.

Within the main deck, the generator room decking is in fair to poor condition with general pitting throughout. In some spots, corrosion has eaten all the way through the floor. Several holes, with diameters up to 18", have been cut in the floor to allow for instruments to pass through. All the areas within the main deck are in the same fair to poor condition, with the exception of the mess area which is in somewhat better shape.

Corrosion is visible on the deck beams supporting the main deck at the junction of the stiffeners and bottom flange. The deck trusses within the main deck appear in good condition with the exception of the truss member/deck interface where corrosion is evident.

Figures 2.3.1 through 2.3.7 show the overall condition of the decks on Stage II.

The deck is supported by eight 24 inch piles and one 28 inch pile extending throughout the jacket legs. These piles are shimmed and welded to the jacket legs at El. (+) 14 foot level.

The condition of the top of jacket at El. (+) 12 foot level is poor. All steel not covered by monel shows rusting and pitting. The monel appears in good condition except where attempts have been made to weld to it. At these spots, rusting is visible.



Where the angle iron supporting the anode cables are bolted to the horizontal jacket members, corrosion is visible. In several areas, grating is missing, apparently washed off by wave action.

Figures 2.3.8 through 2.3.11 show the overall condition of the top of jacket framing on Stage II.

The boat landing and barge bumpers are heavily corroded with some timbers missing. Pits in excess of 1/4 inch exist on the jacket legs where corrosion products are visible.

The gates guarding the stairway access to the deck from the jacket are intact, functional, and locked.

The deck lifting eyes are inaccessible for close inspection but appear to be in good condition with no obvious corrosion or pitting. The jacket lifting eyes are not visible above water.

### 3.0 INVENTORY

An inventory of equipment was performed on both platforms during the same site visit as the inspection. All equipment that appeared salvageable, as determined by the inspection party, was photographed, tagged, and/or located on sketches of the decks. In addition, all hazardous items that pose potential danger to personnel or equipment were located and identified. Finally, all items that will influence disposal were located and identified.

#### 3.1 Equipment Inventory

An inventory was made of all equipment and items that appeared salvageable on both platforms. The physical condition of all items was noted. A waterproof tag was attached to all major items found. Photographs were taken of all tagged items to help in identifying the items. In addition, other items were counted and photographed. Figures 3.1.1 through 3.1.4 contain the locations of all tagged and photographed items.

##### 3.1.1 Stage I - Equipment Inventory

A listing of equipment located on Stage I is contained in Appendix A.

##### 3.1.2 Stage II - Equipment Inventory

A listing of equipment located on Stage II is contained in Appendix B.

### 3.2 Hazardous Material Inventory

All items that pose a threat to personnel or equipment, such as dangerous chemicals and batteries, were located and identified. We recommend that these items be removed from the platforms as soon as possible.

#### 3.2.1 Stage I - Hazardous Material

A listing of hazardous material that should be removed from Stage I is contained in Appendix C.

#### 3.2.2 Stage II - Hazardous Material

A listing of hazardous material that should be removed from Stage II is contained in Appendix D.

### 3.3 Pollution Items That May Influence Disposal

All items that may create pollution of some kind and would influence disposal were located and identified. These items may either have to be removed and/or cleaned before disposal at sea.

#### 3.3.1 Stage I - Pollution Items

A listing of all items on Stage I that may affect disposal at sea are contained in Appendix E.

### 3.3.2 Stage II - Pollution Items

A listing of all items on Stage II that may affect disposal at sea are contained in Appendix F.

### 3.4 Safety Items

All items that should remain on the platforms until actual salvage were located and identified. These items include fire extinguishers, life jackets, life rafts, and a medical evacuation litter basket.

#### 4.0 REFERENCES

##### 4.1 Reports

- A. "Stage I and II Platform Strength Evaluation Offshore Panama City, Florida", Barnett & Casbarian, Inc., February, 1981.

## ILLUSTRATIONS

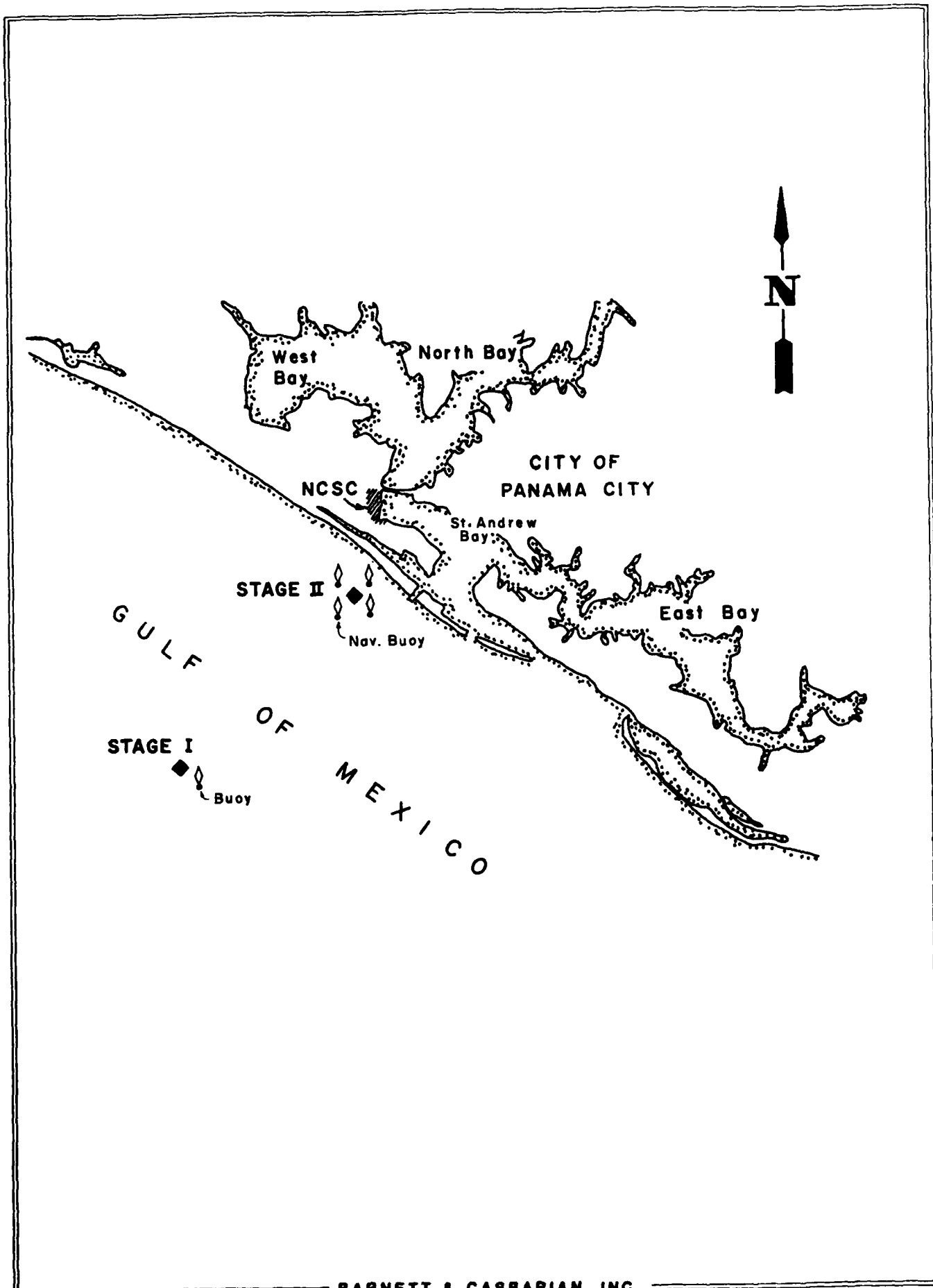
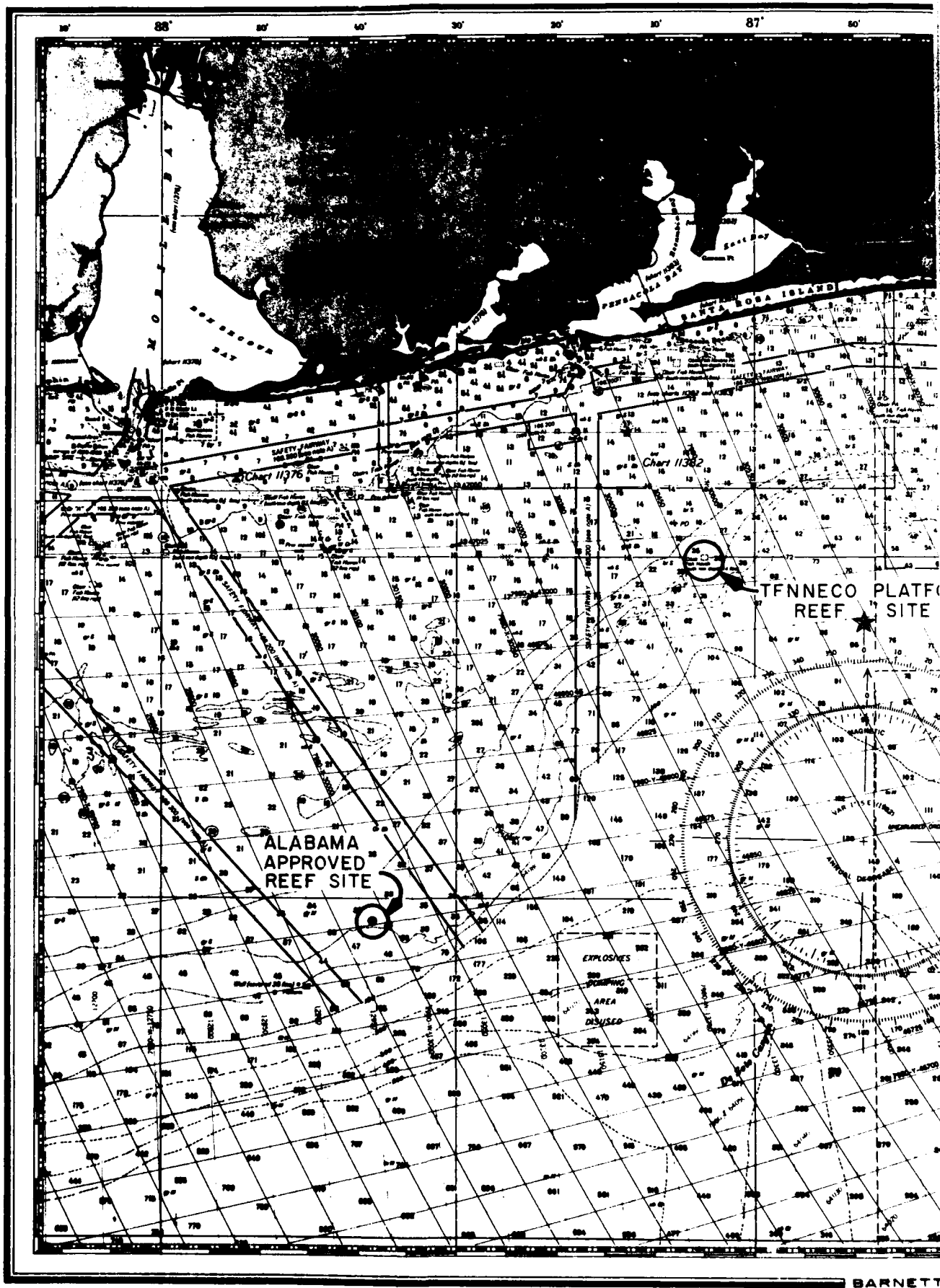
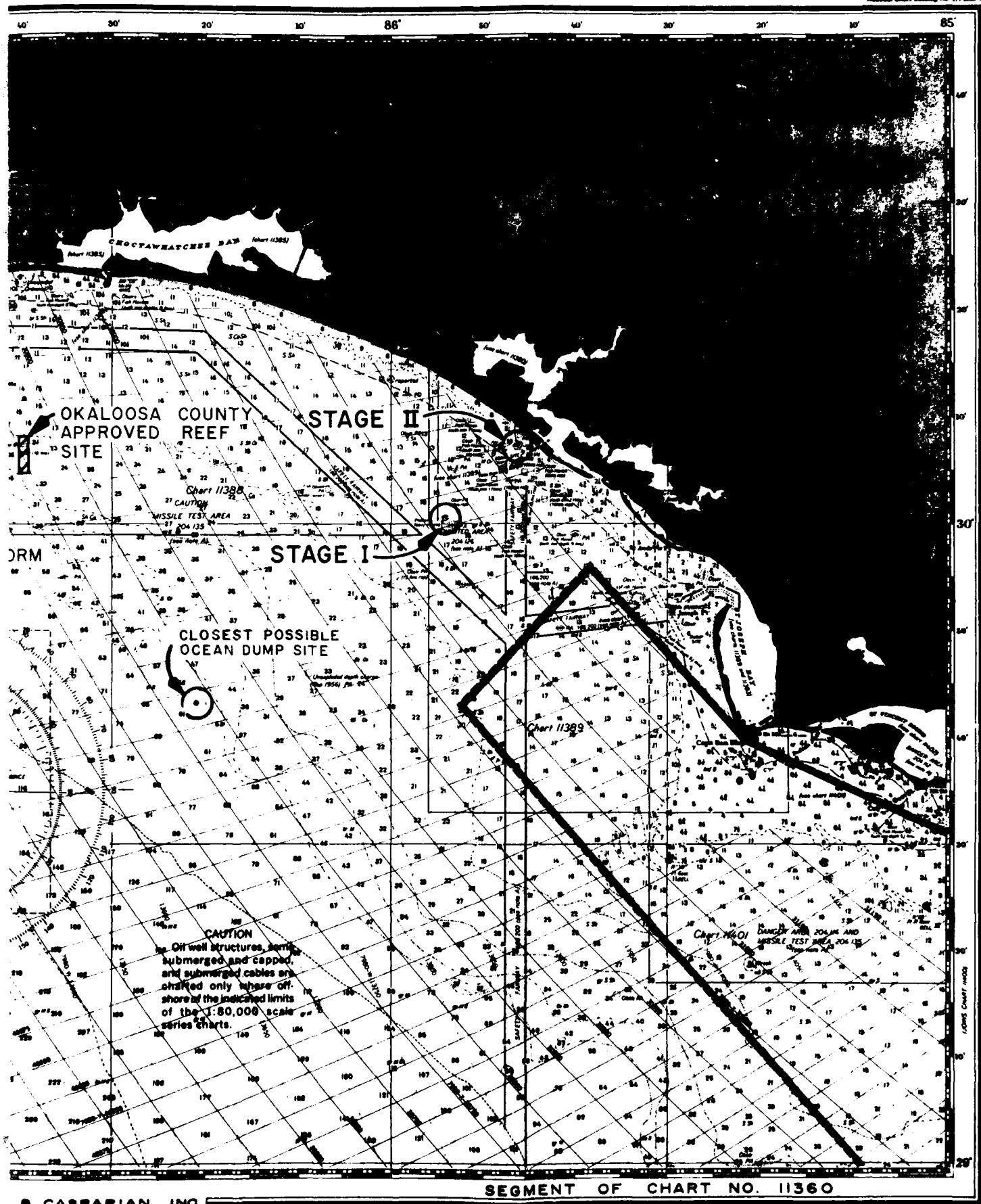


Figure 1.1







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SEGMENT OF CHART NO. 11360

2

Figure 1.2



Stage I - Instrument House Roof  
Figure 2.2.1



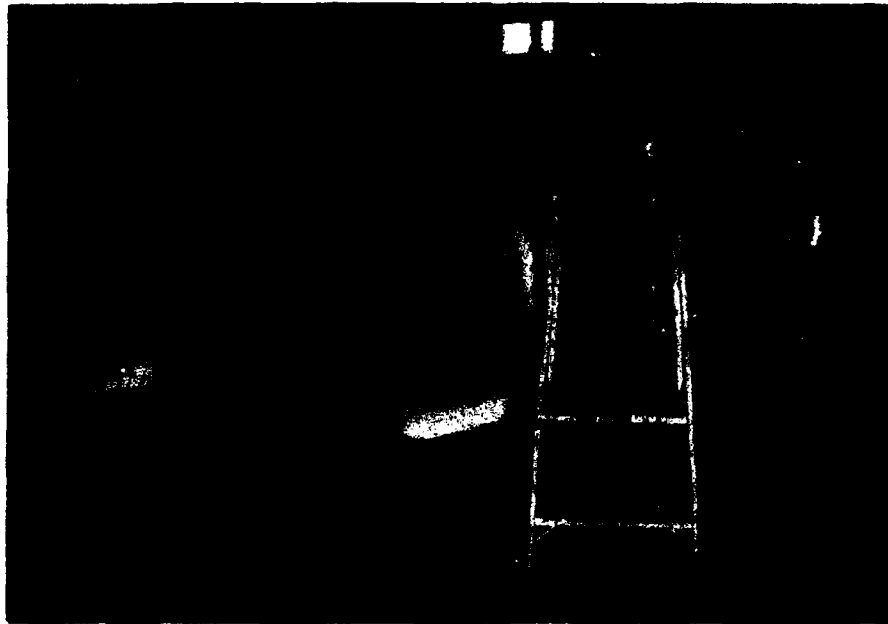
Stage I - Flight Deck  
Figure 2.2.2



Stage I - Instrument Room  
Figure 2.2.3



Stage I - Instrument House with Captains Quarters on right  
Figure 2.2.4



Stage I - Instrument House  
Figure 2.2.5



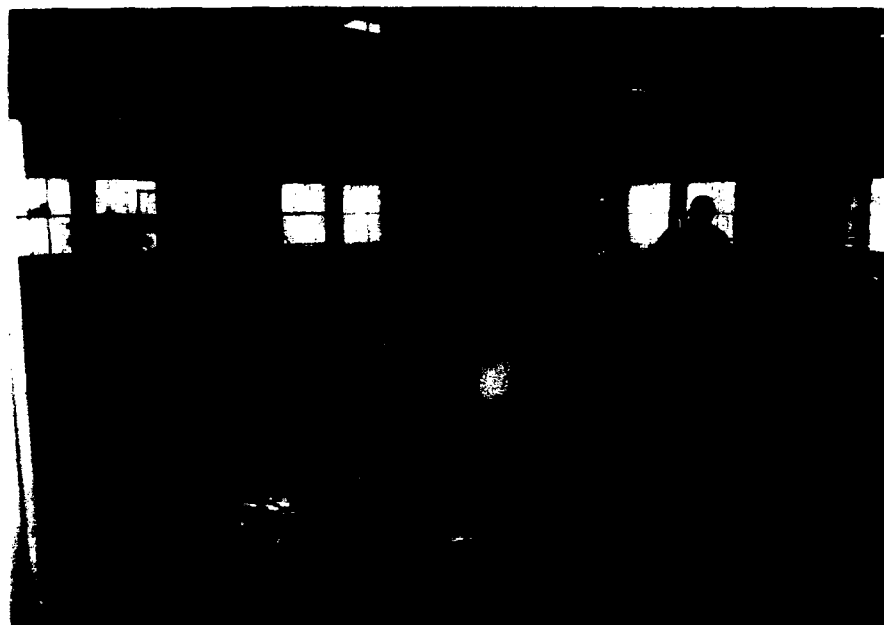
Stage I - Instrument House  
Figure 2.2.6



Stage I - Repair Shop  
Figure 2.2.7



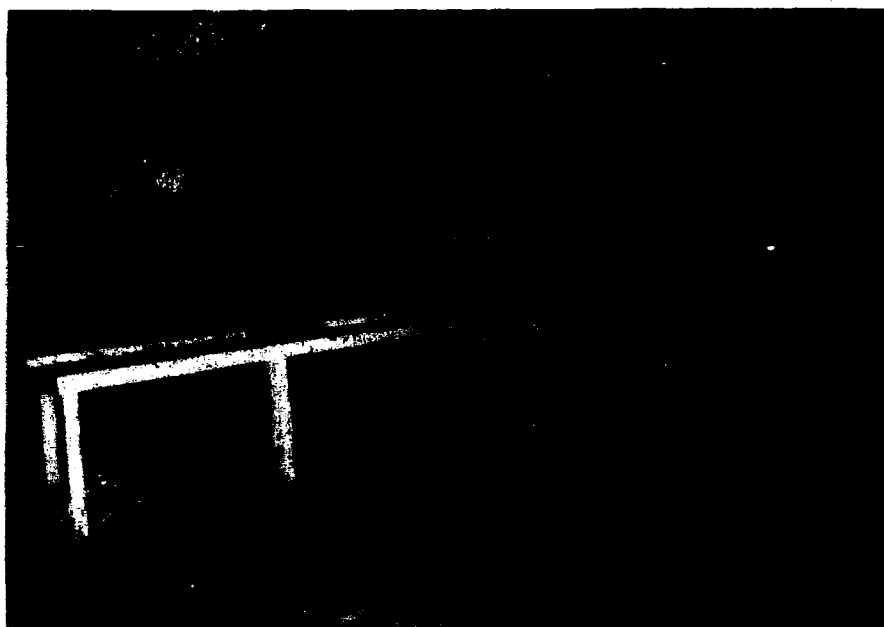
Stage I - Repair Shop  
Figure 2.2.8



Stage I - Repair Shop  
Figure 2.2.9



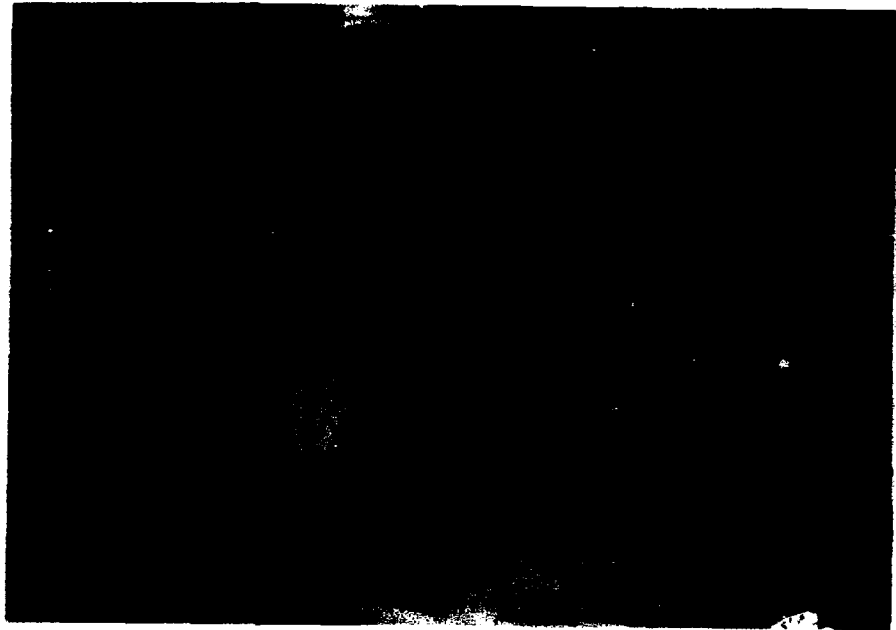
Stage I - Butler Building to Left  
Figure 2.2.10



Stage I - Butler Building Interior  
Figure 2.2.11



Stage I - Aquarium Supplies and Baylor Wave Gauge  
Figure 2.2.12

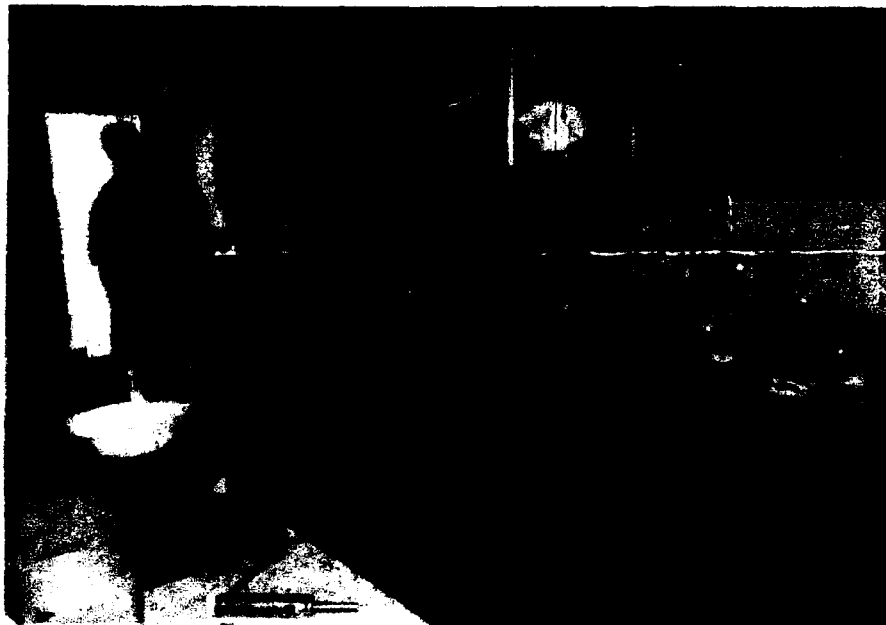


Stage I - Aquarium Supplies in Generator Area  
Figure 2.2.13



Stage I - Stainless Steel Cabinets in Galley  
Figure 2.2.14





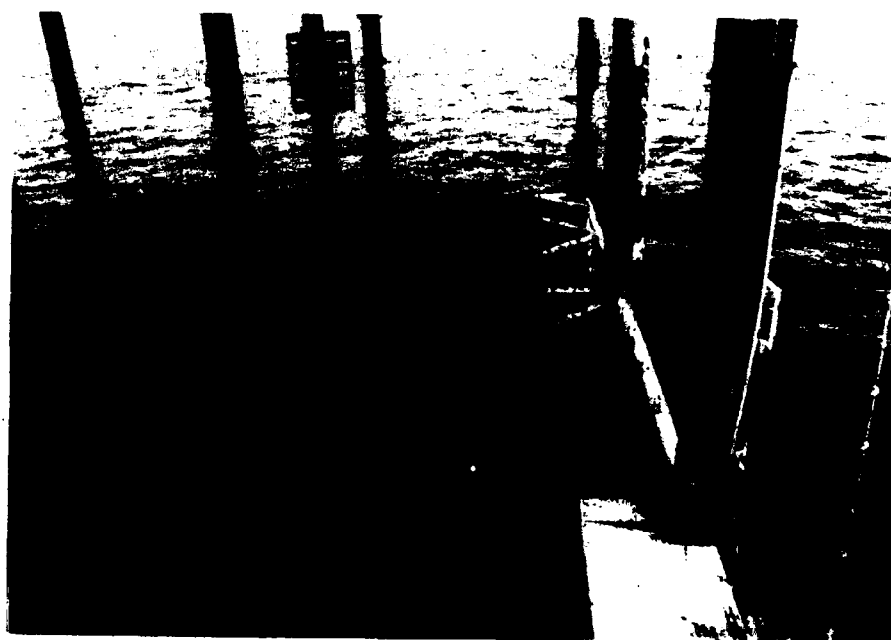
Stage I - Stainless Steel Cabinets and Stove in Galley  
Figure 2.2.15



Stage I - Mess Room  
Figure 2.2.16



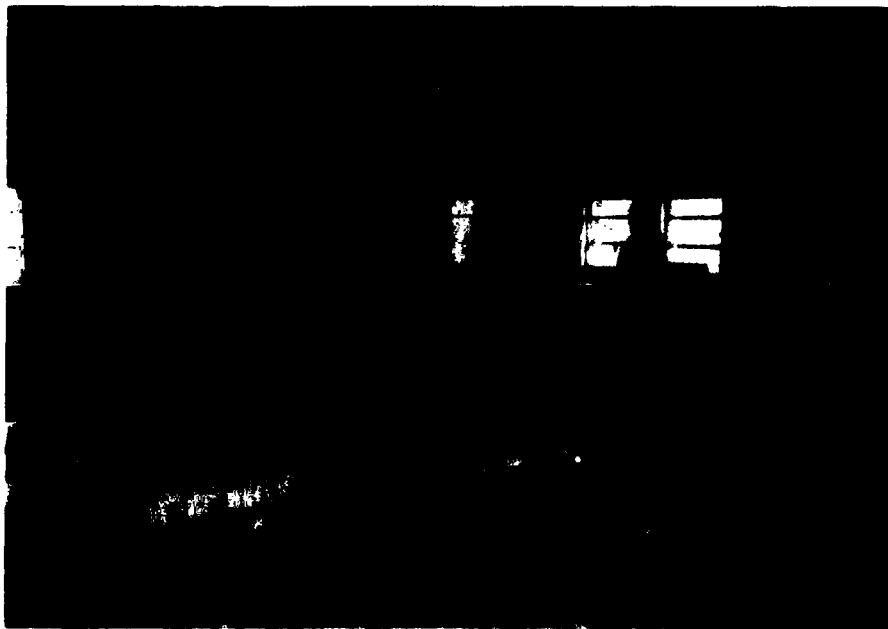
Stage I - Boat Landing  
Figure 2.2.17



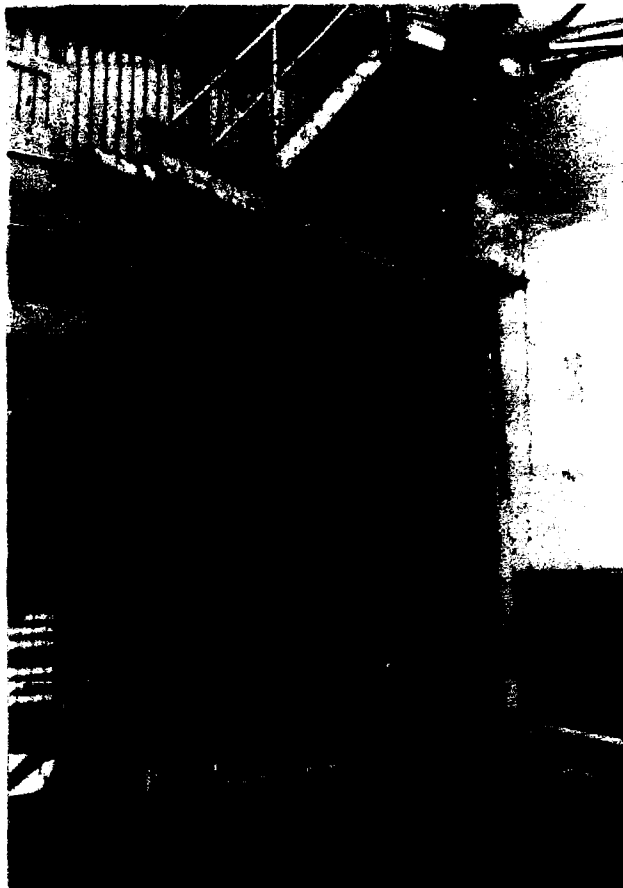
Stage I - Top of Jacket Framing Row D on right  
Figure 2.2.18



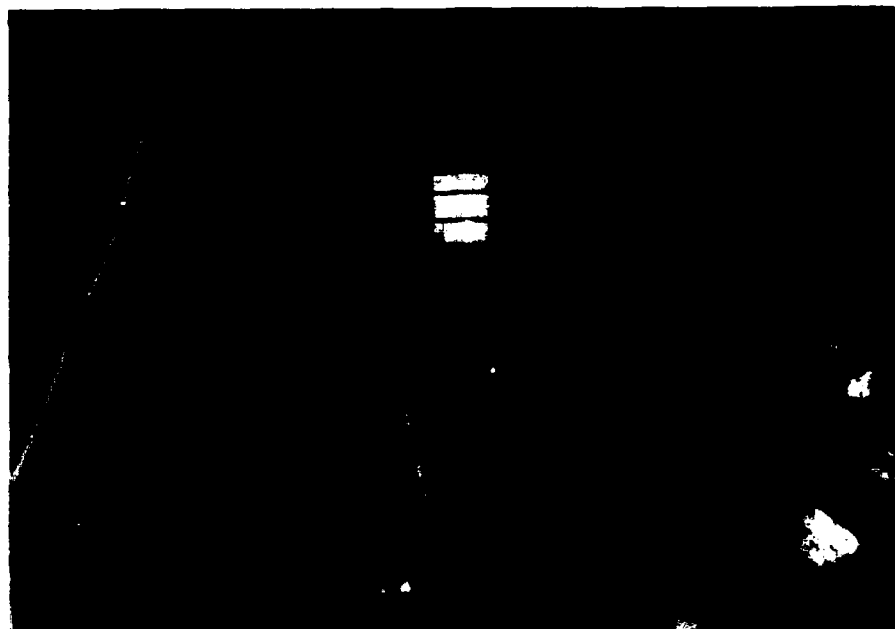
Stage I - Top of Jacket Framing  
Figure 2.2.19



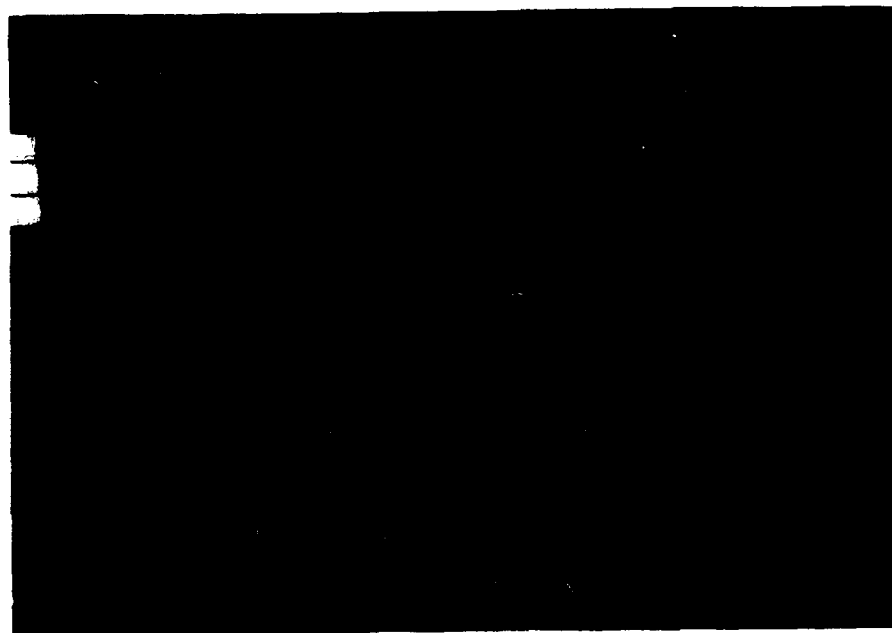
Stage II - Instrument Room  
Figure 2.3.1



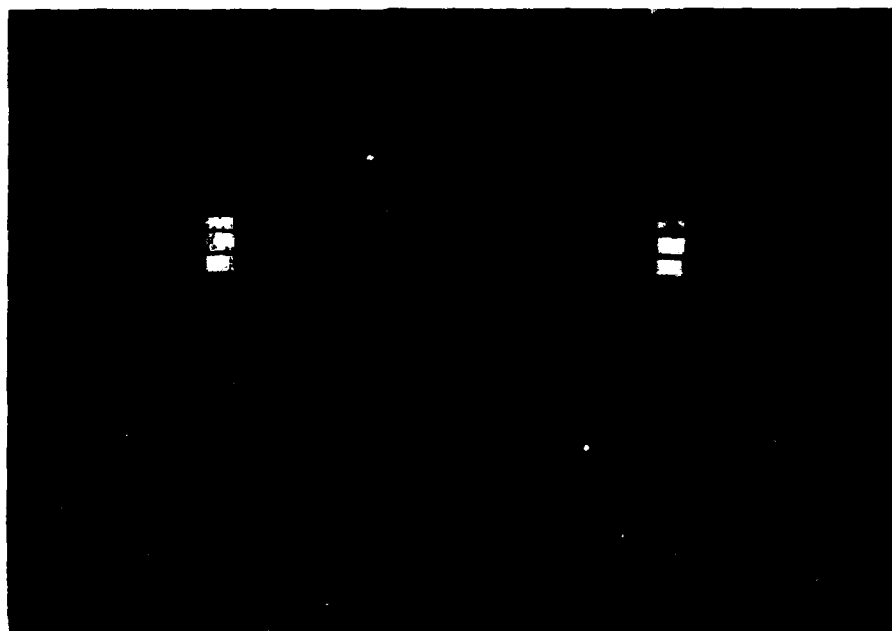
Stage II - Pillar Crane  
Figure 2.3.2



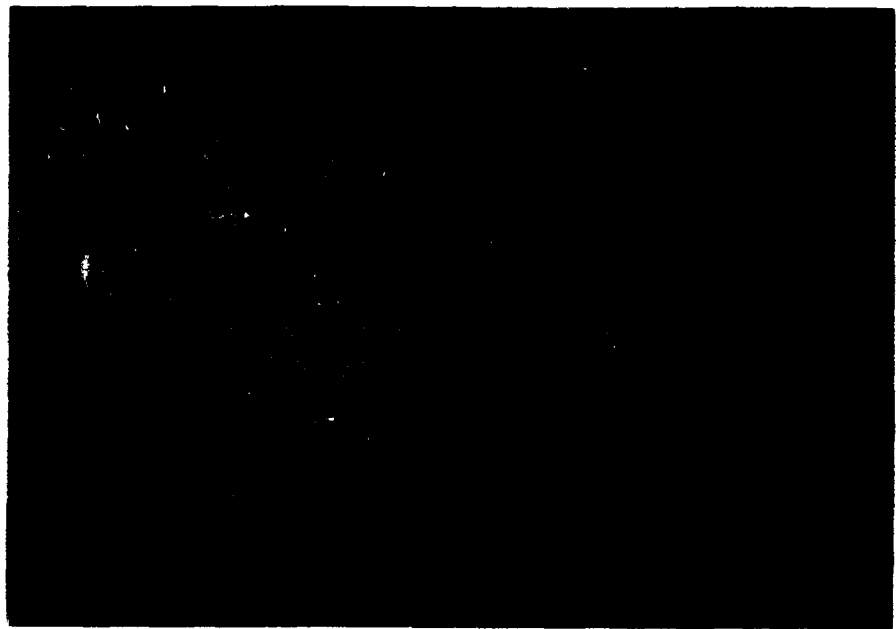
Stage II - Repair Shop  
Figure 2.3.3



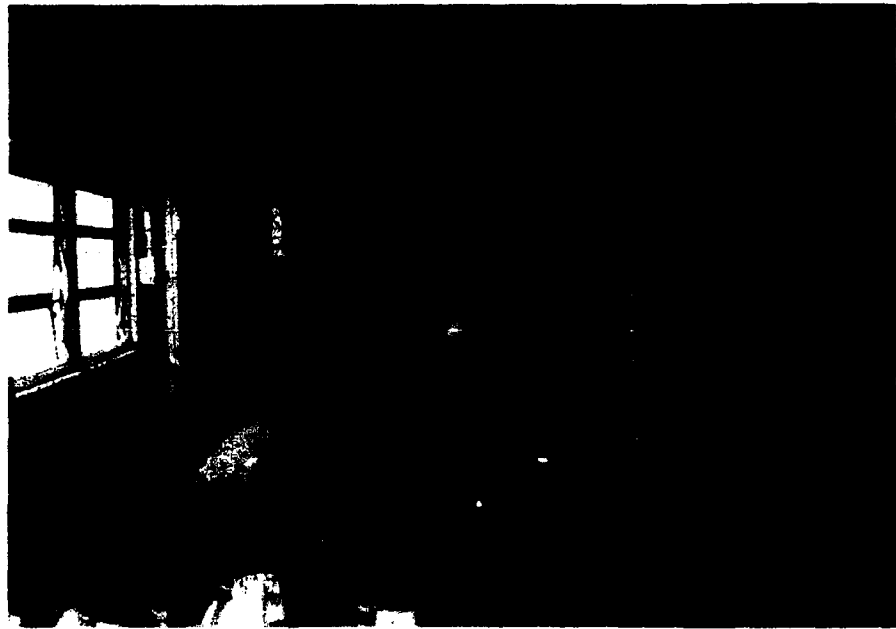
Stage II - Repair Shop  
Figure 2.3.4



Stage II - Generator Room Looking North  
Figure 2.3.5



Stage II - Diesel Tank  
Figure 2.3.6



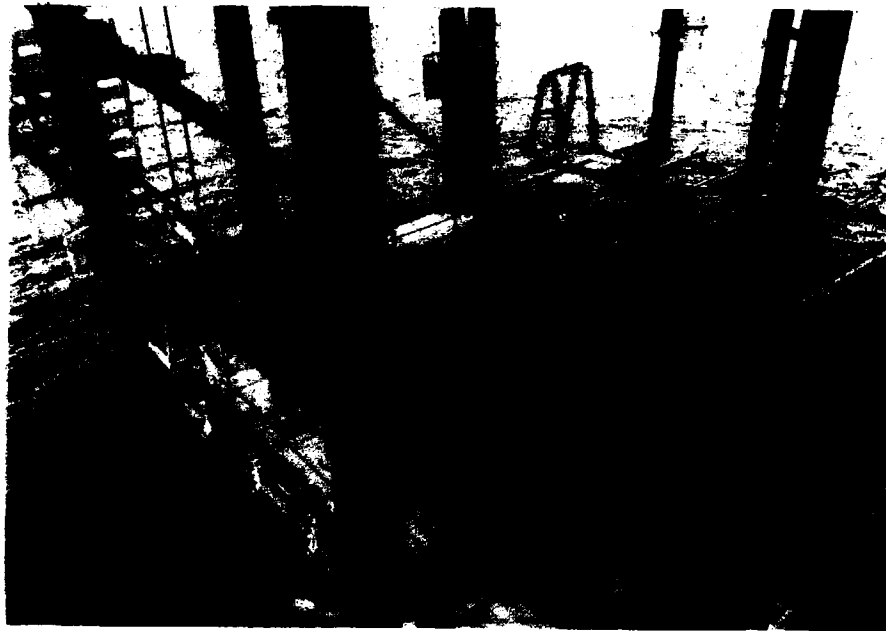
Stage II - Galley and Mess Room  
Figure 2.3.7



Stage II - Top of Jacket Framing - Row A  
Figure 2.3.8



Stage II - Top of Jacket Framing - Row 1 to right  
Figure 2.3.9

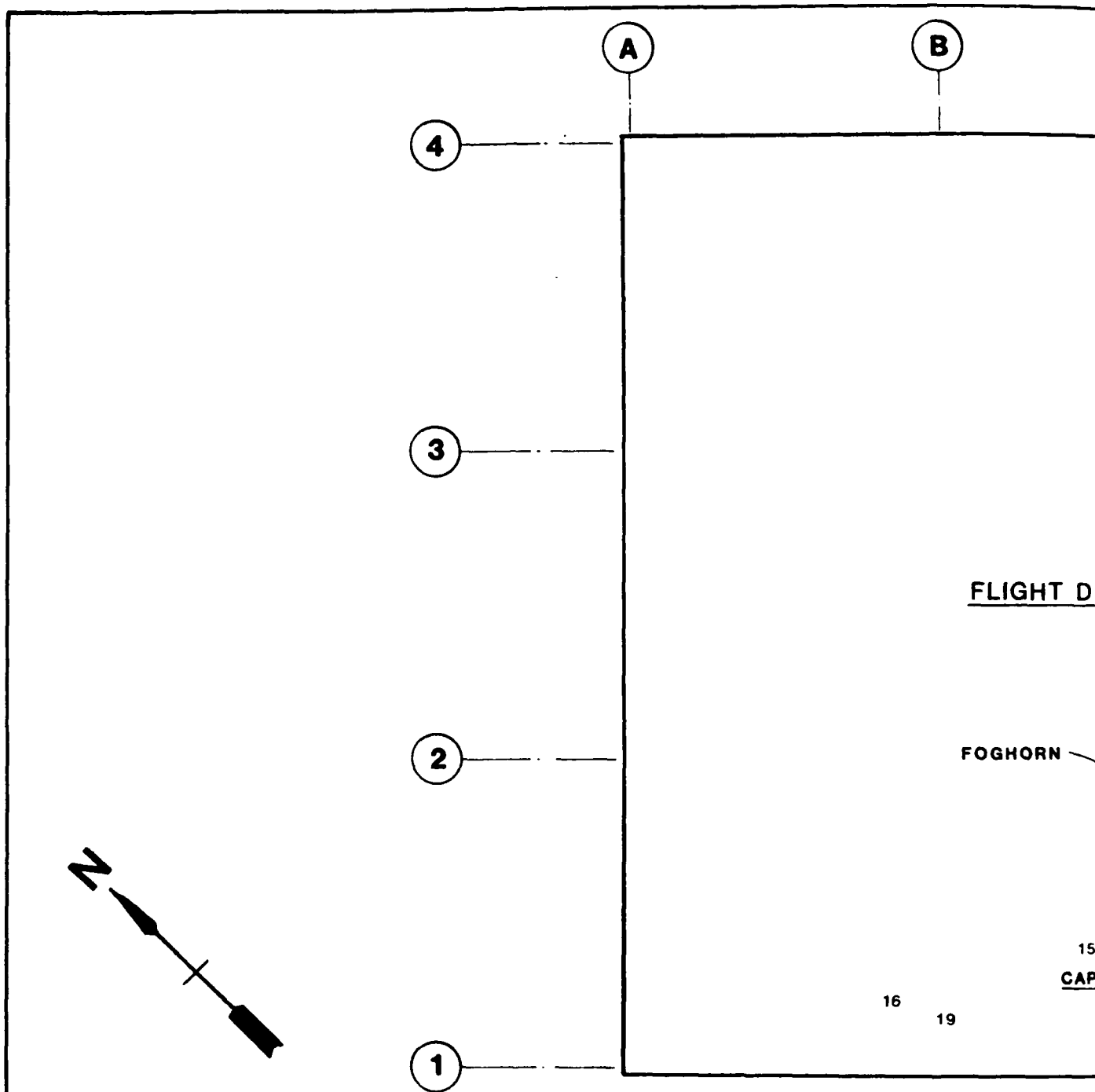


Stage II - Top of Jacket Framing - Row A to left  
Figure 2.3.10



Stage II - Top of Jacket Framing - Looking towards Leg A3  
Figure 2.3.11





FLIGHT DE

FOGHORN

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16  
19

# PLAN OF FLIGHT-DECK & INST

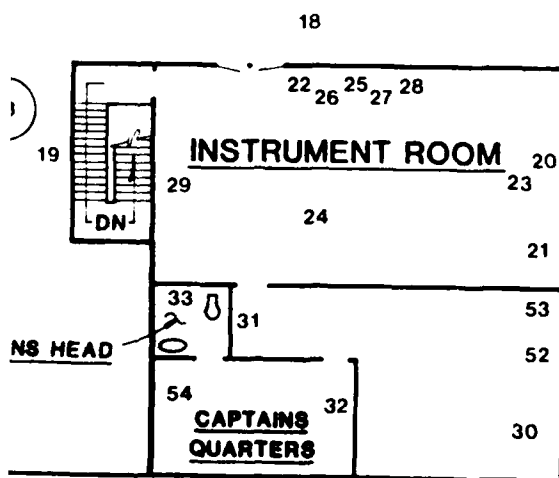
EL. (+) 54' - 8''

BARNETT & CAI

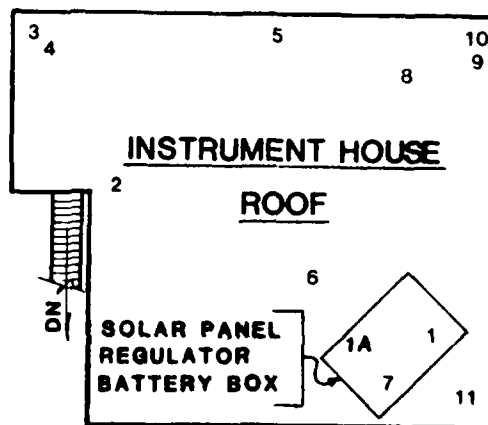
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NOTE: Numbers identify items of 4/19/83 inventory.



**PLAN OF INSTRUMENT HOUSE ROOF**

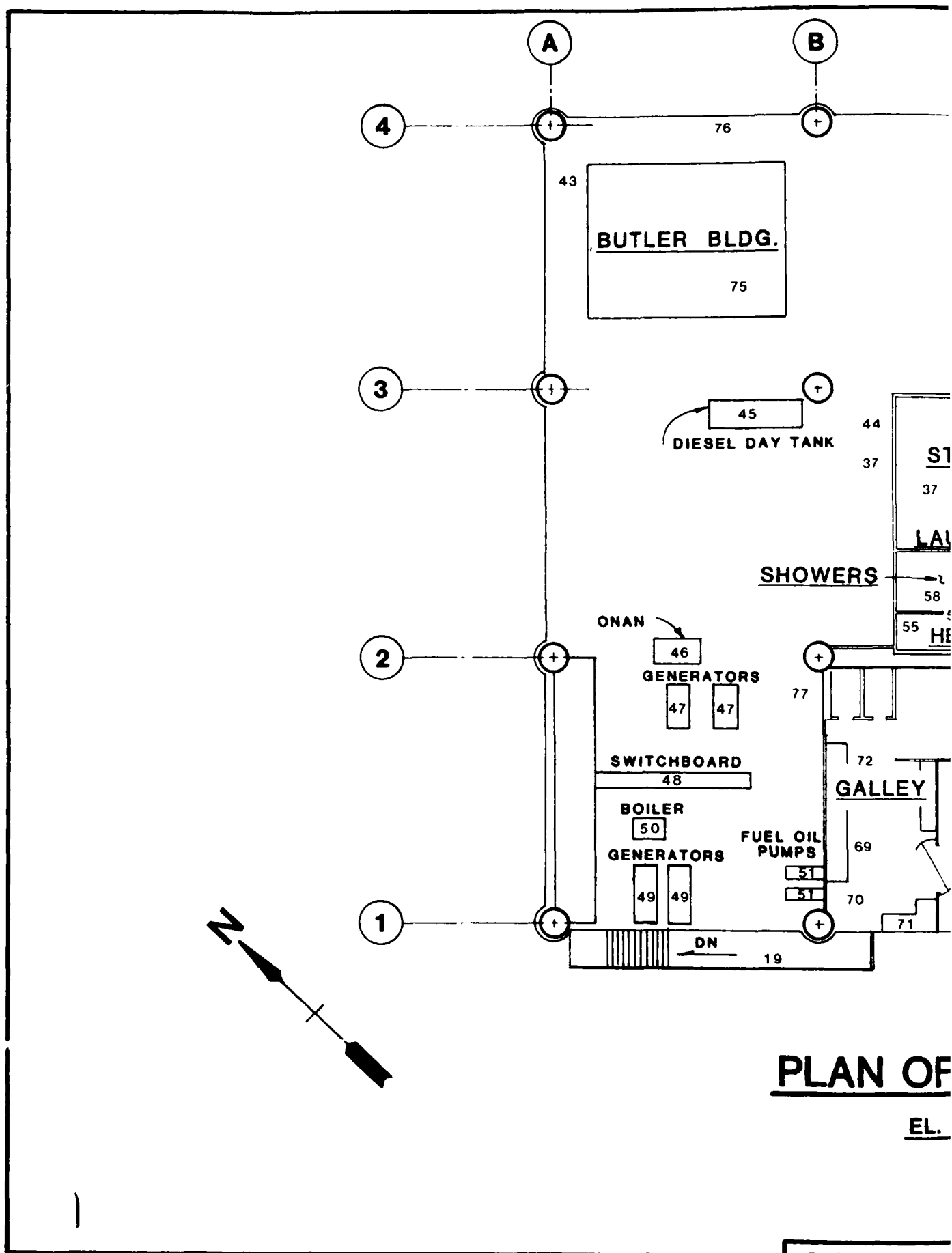
EL. (+) 64'-8"

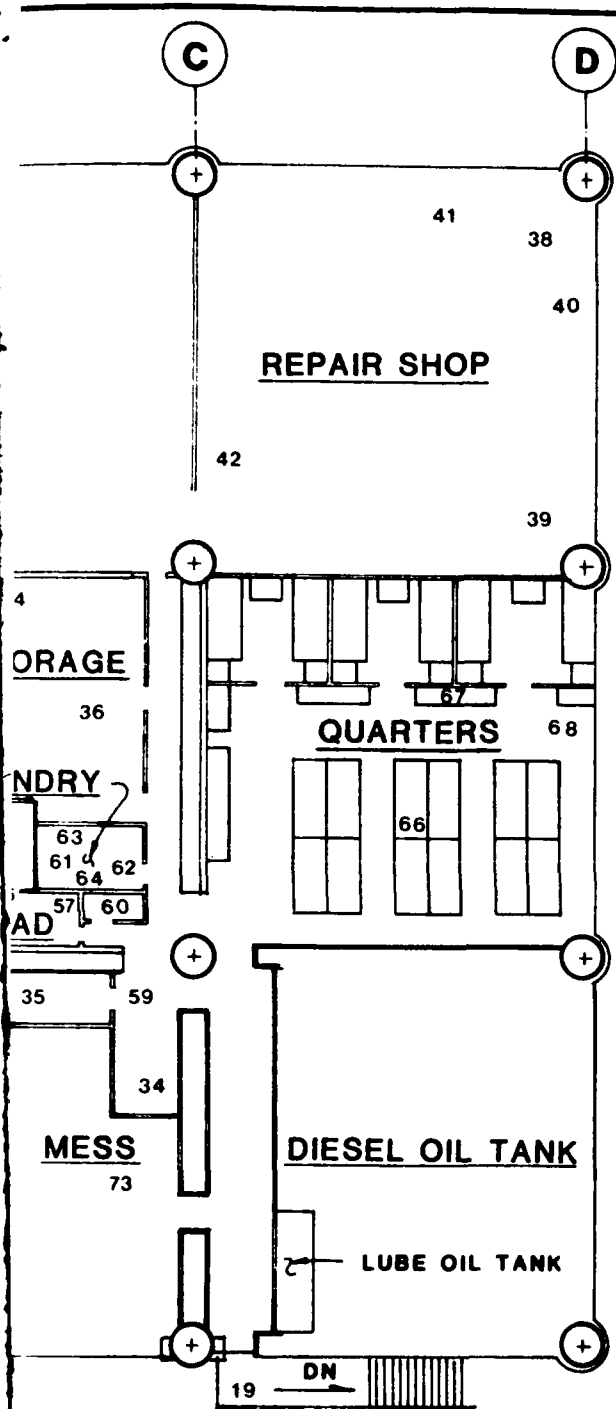
**INSTRUMENT-HOUSE**

**STAGE - I**

SCALE: 1/8" = 2'-0"	APPROVED BY:	DRAWN BY: S.G.S.
DATE: 4-11-83		
PLAN OF FLIGHT-DECK & INSTRUMENT-HOUSE ROOF		
		DRAWING No. <b>I - 001</b>

ARIAN, INC.





# **MAIN DECK**

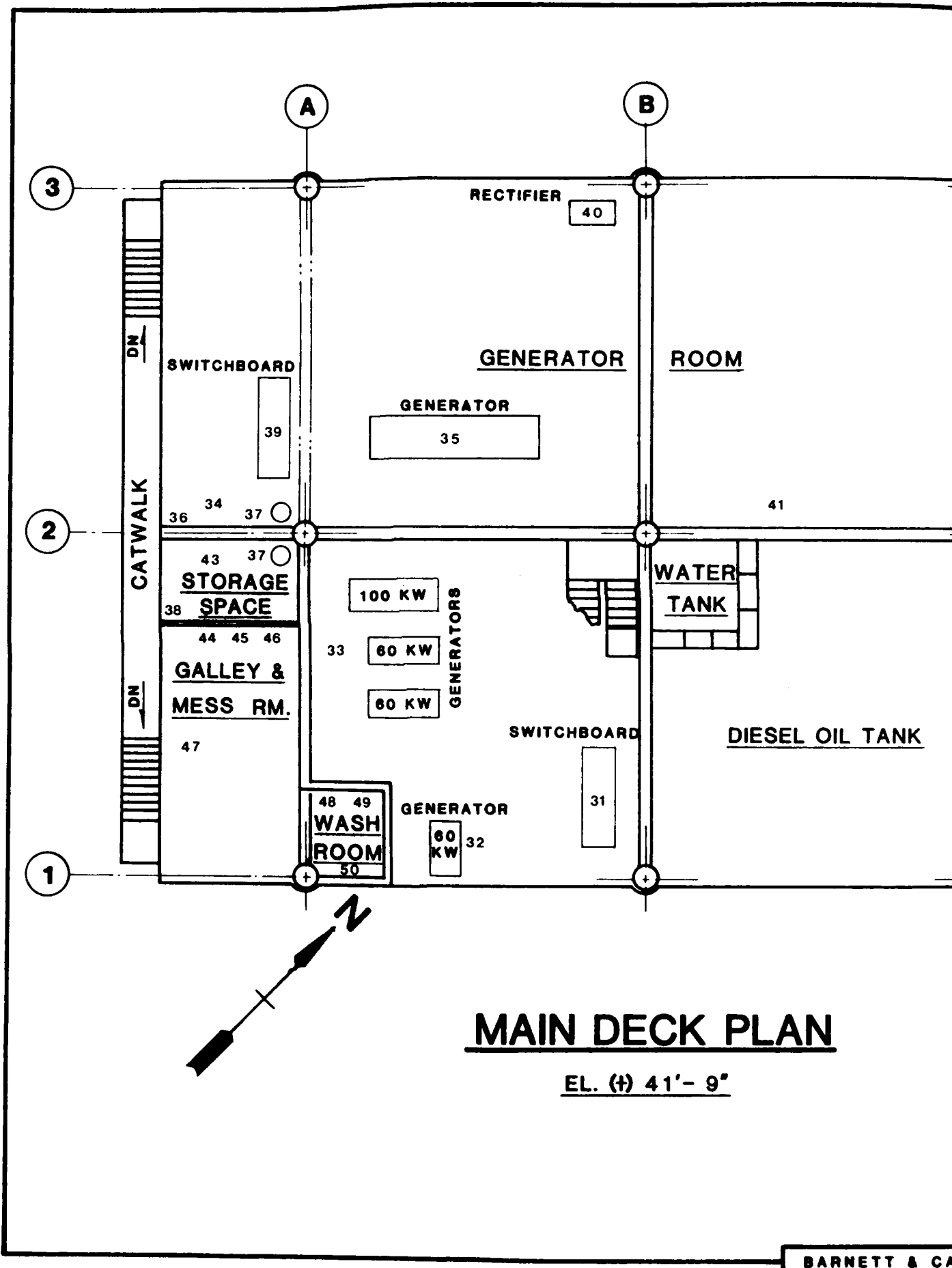
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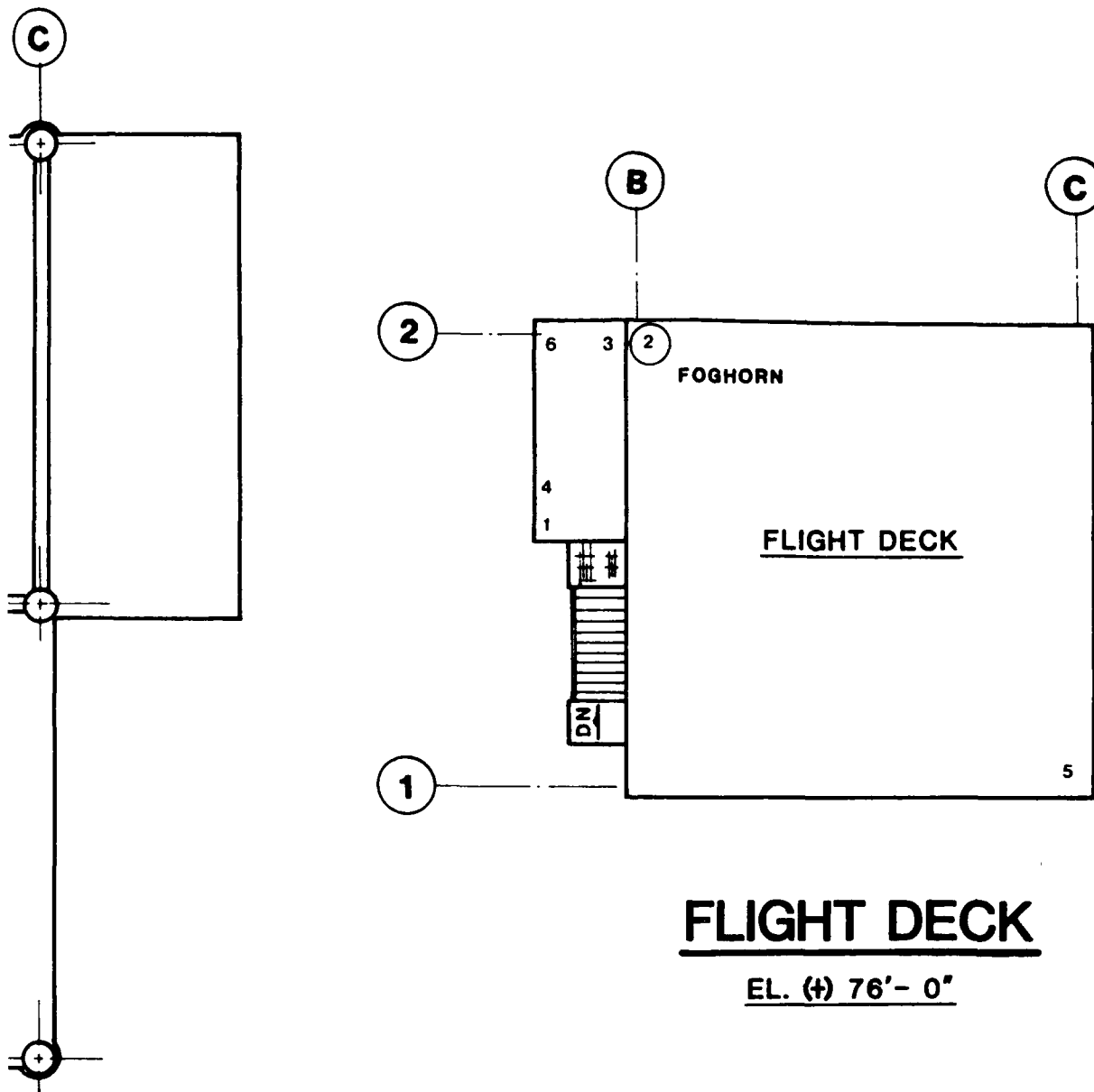
NOTE: Numbers identify items of 4/19/83 inventory.

<b>STAGE - I</b>		
SCALE: 1/8" = 2'-0"	APPROVED BY:	DRAWN BY: S.G.S.
DATE: 4-11-83		
<b>PLAN OF MAIN DECK</b>		
2		DRAWING No. <b>I - 002</b>

BARIAN, INC.

Figure 8.12





## FLIGHT DECK

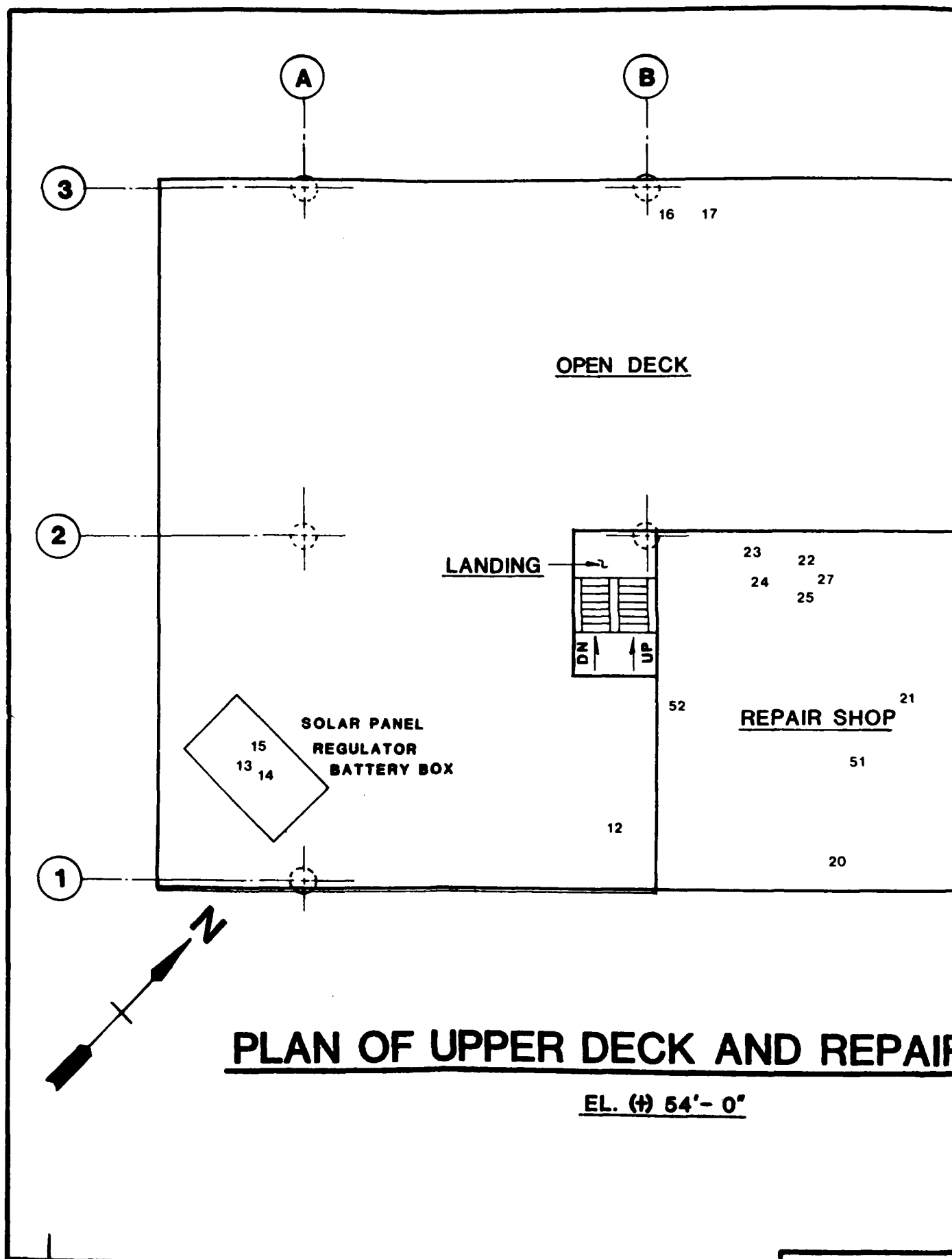
EL. (+) 76'-0"

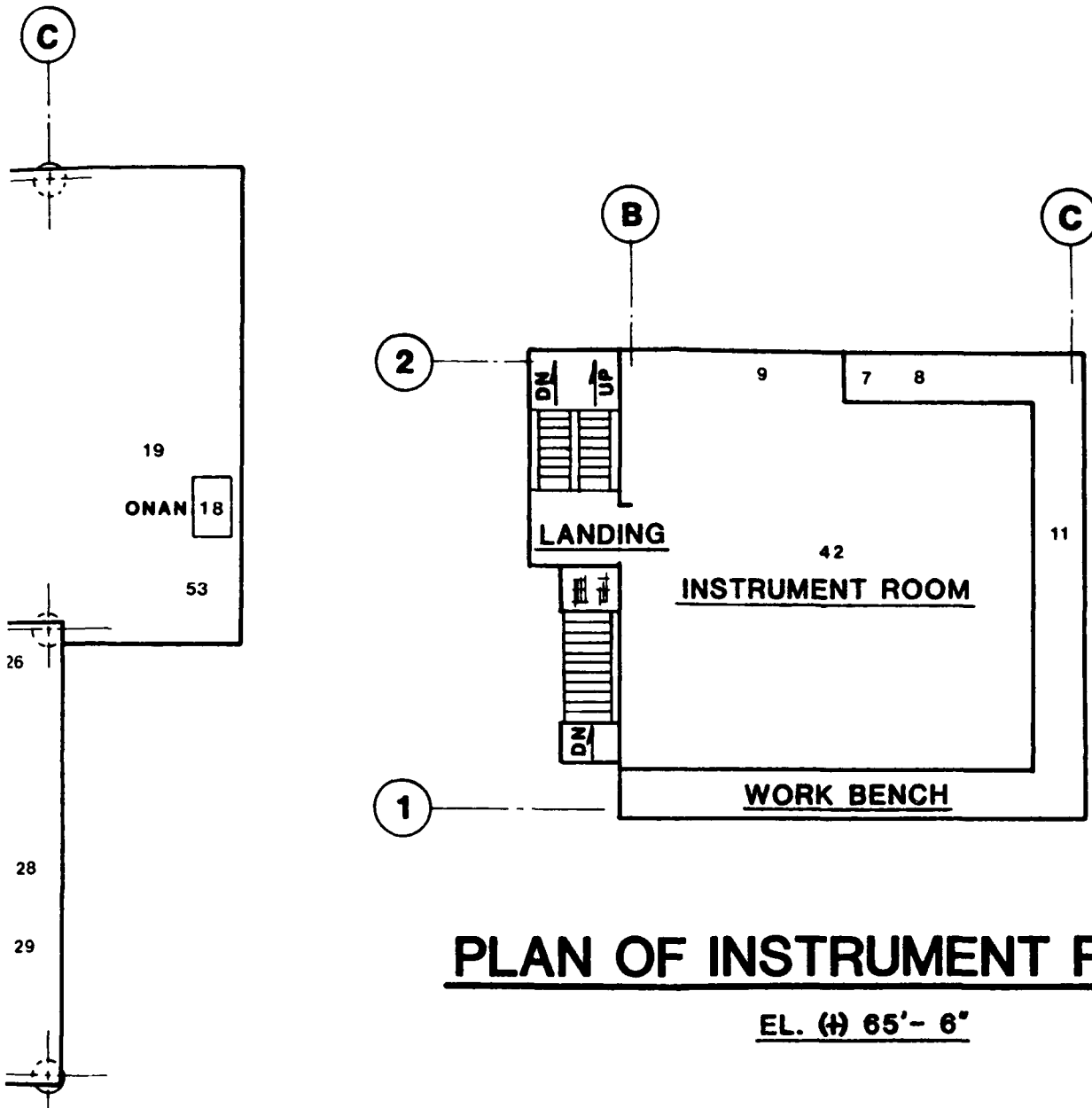
NOTE: Numbers identify items of 4/19/83 inventory.

STAGE - II		
SCALE: 3/32" = 1'-0"	APPROVED BY:	DRAWN BY: S.G.S.
DATE: 4-11-83		
MAIN DECK PLAN FLIGHT DECK		
		DRAWING No. <b>II - 001</b>

BARIAN, INC.

Figure 8.1.3





## PLAN OF INSTRUMENT ROOM

EL. (+) 65'- 6"

NOTE: Numbers identify items of 4/19/63 inventory.

SHOP

### STAGE - II

SCALE: 1/4" = 1'-0"

APPROVED BY:

DRAWN BY: S.G.S.

DATE: 4-11-65

PLAN OF UPPER DECK & REPAIR SHOP

PLAN OF INSTRUMENT ROOM

DESIGN No.

**II - 002**

SBARIAN, INC.



**APPENDICES**

DEMOLITION/SALVAGE ANALYSIS  
 CONTRACT #N62477-82-C-0393  
 STAGE I EQUIPMENT INVENTORY

ITEM	BCI ID #	PHYSICAL CONDITION	RESPONSIBLE PARTY	STATUS
Solar Panel	BCI 1-1	Good	Shelton	
Solar Battery Case	BCI 1-7	Good	Shelton	
Solar Panel Regulator	BCI 1-1A	Good	Shelton	
Radio Tower	BCI 1-2	Fair		
48" Microwave Dish	BCI 1-3	Good	Shelton	
Microwave Transmitter	BCI 1-4	Good	Shelton	
Foghorn	BCI 1-5	Poor	Shelton	
Raydist Antennae	BCI 1-6	Fair	Brunk	
A/C Condensing Coil	BCI 1-8	Poor	Public Works	
Anemometer Tower	BCI 1-9	Poor	Shelton	
3-Radio Antennae	BCI 1-10	Poor	Brunk	
4-Navaid Lights	BCI 1-11	Good	Public Works	
Tidelands Foghorn-TFS700	BCI 1-13	Good	Public Works	
Single Drum Winch	BCI 1-15	Poor		
Stiffleg Crane w/Wheels (Crash Crane)	BCI 1-16	Poor	Public Works	
Acetelyne Tank -125 ft. <sup>3</sup>	BCI 1-18	Fair	Public Works	
4-Jim Buoy Life Float	BCI 1-19	Fair	Public Works	

ITEM	BCI ID #	PHYSICAL CONDITION	RESPONSIBLE PARTY	STATUS
A/C Window Unit	BCI 1-20	Good	Shelton	
Silver Beauty Battery Charger -300 Amp	BCI 1-21	Fair	Lloyd	
Radio Rack w/2 Radios	BCI 1-22	Good	Lloyd	
Environmental Inst. Rack	BCI 1-23	Good	Shelton	
Cabinet W/Misc. Equip.	BCI 1-24	Cabinet-Fair	Cross	
Christie Battery Charger	BCI 1-25	Good	Shelton	
ATR Power Supply	BCI 1-26	Good	Lloyd	
Power Supply	BCI 1-27 Plant Acc. # 1-03569	Good	Lloyd	
Navaid Light	BCI 1-28	Good	Public Works	
Radio Transmitter	BCI 1-29 Plant Acc. # 1-00627	Good	Lloyd	
KY 123A Keyer	BCI 1-30	Good		
500 lb. Davit Hoist	BCI 1-31	Good	Shelton	
4-A/C Window Units	*BCI 1-52	Poor	Public Works	
Christi Battery Charger	BCI 1-32	Poor	Shelton	
Fan	*BCI 1-53	Poor	Public Works	

\*Photographed but not tagged

ITEM	BCI ID #	PHYSICAL CONDITION	RESPONSIBLE PARTY	STATUS
Eye Wash Station	BCI 1-33	Good	Cross	
Furniture - Capt. Quarters	*BCI 1-54	Fair to Poor	Cross	
Litter Basket	BCI 1-34	Good	Fire Dept. on Public Works	
Variac Voltage Regulator	BCI 1-35	Good	Lloyd	
2 Urinals	*BCI 1-55	Fair	Public Works	
3 Sinks	*BCI 1-56	Fair	Public Works	
2 Toilets	*BCI 1-57	Fair	Public Works	
3 Showers	*BCI 1-58	Fair	Public Works	
Cabinet w/Life Jackets	*BCI 1-59	Fair	Cross	
Utility Sink	*BCI 1-60	Fair	Public Works	
Floor Buffer	*BCI 1-61	Poor	Public Works	
Washing Machine	*BCI 1-62	Poor	Public Works	
Clothes Dryer	*BCI 1-63	Poor	Public Works	
Double Sink	*BCI 1-64	Fair	Public Works	
Hot Water Heater	*BCI 1-65	Poor	Public Works	
24-Bunk Beds	*BCI 1-66	Poor	Public Works	
24-Lockers	*BCI 1-67	Poor	Public Works	
Fan	*BCI 1-68	Poor	Public Works	

\*Photographed but not tagged.

ITEM	BCI ID #	PHYSICAL CONDITION	RESPONSIBLE PARTY	STATUS
8' Wood Step Ladder	BCI 1-36	Good	Beasley	
3-Baylor Wave Gauges	BCI 1-37	Good	Casler	
Miller Welding Machine	BCI 1-38	Fair	Cross	
Air Compressor	BCI 1-39	Fair	Public Works	
3 Work Benches	BCI 1-40	Fair	Public Works	
Lathe	BCI 1-41	Fair	Public Works	
Refrigerator	BCI 1-42	Poor	Public Works	
Paint Cabinet	BCI 1-43	Good	Lloyd	
8' Wood Step Ladder	BCI 1-44	Fair	Beasley	
Diesel Day Tank	BCI 1-45	Fair	Public Works	
6 KW Onan Generator	BCI 1-46	Fair	Shelton	
2-Generators	BCI 1-47	Poor	Public Works	
Electric Distribution Panel	BCI 1-48	Good	Public Works	
2-Generators	BCI 1-49	Poor	Public Works	
Boiler	BCI 1-50	Poor	Public Works	
Fuel Oil Transfer Pumps	BCI 1-51	Fair	Public Works	
11-Cabinets, Stainless Steel	*BCI 1-69	Good	Public Works	
Stove	*BCI 1-70	Fair	Public Works	

\*Photographed but not tagged.

ITEM	BCI ID #	PHYSICAL CONDITION	RESPONSIBLE PARTY	STATUS
Sink-Stainless Steel	*BCI 1-71	Good	Cross	
Butcher Block	*BCI 1-72	Good	Cross	
Water Fountain	*BCI 1-73	Fair	Public Works	
Miscellaneous Aquarium Supplies	*BCI 1-74	Good	Lott	
Butler Portable Bldg.	*BCI 1-75	Good	Lloyd	
48-Batteries Not in Use	**	Poor	Smith	
3-Fire Extinguishers - Wheeled	**	Fair	Fire Dept.	
2-Fire Extinguishers - Wall Mount	**	Fair	Fire Dept.	
11 Fire Extinguishers - CO <sub>2</sub>	**	Fair	Fire Dept.	
2-Fire Extinguishers - Chemical	**	Fair	Fire Dept.	
3 Boxes Miscellaneous Chemicals	*BCI 1-76	Poor	Preble/McDonald	
1 Drum Used Oil	*BCI 1-77	Poor	McDonald	
1 Instrumentation Cannister	***	Good	Casler	
1 Buoy Located Approx. 1000' South of Stage I	*	Fair		

\*Photographed but not tagged.

\*\*Counted but not tagged.

\*\*\*Added to list by NCSC

DEMOLITION/SALVAGE ANALYSIS  
 CONTRACT #N62477-82-C-0393  
 STAGE II EQUIPMENT INVENTORY

ITEM	BCI ID #	PHYSICAL CONDITION	RESPONSIBLE PARTY	STATUS
Anemometer System	BCI 2-1	Good	Shelton	
Foghorn	BCI 2-2	Good	Public Works	
Foghorn, 4-Array	BCI 2-3	Poor	Public Works	
Research Light	BCI 2-4	Fair	Larrimore	
4 Navaid Lights	BCI 2-5	Good	Public Works	
2 Radio Antennas	BCI 2-6	Good	Lloyd	
Radio	BCI 2-7	Good	Lloyd	
6-Single Bunks	*BCI 2-42	Poor	Public Works	
Wave Gauge Electronics	BCI 2-8	Fair	Shelton	
Cabinet	BCI 2-9	Good	Cross	
Power Supply	BCI 2-11	Good	Lloyd	
Pillar Crane	BCI 2-12	Fair		
Solar Panel	BCI 2-13	Good	Shelton	
Solar Panel Regulator	BCI 2-14	Good	Shelton	
Solar Battery Case	BCI 2-15	Good	Shelton	
Microwave Transmitter	BCI 2-16	Good	Shelton	

\*Photographed but not tagged.

ITEM	BCI ID #	PHYSICAL CONDITION	RESPONSIBLE PARTY	STATUS
48" Microwave Dish	BCI 2-17	Good	Shelton	
6 KW Onan Generator	BCI 2-18	Fair	Shelton	
Electric Winch	BCI 2-19	Fair	Public Works	
Helium Cylinder	BCI 2-20	Good	Beasley	
Nitrogen Cylinder	BCI 2-20	Good	Beasley	
Oil Drum Hand Pump	BCI 2-21	Good	Beasley	
Paint Cabinet	BCI 2-22	Good	Lloyd	
Eye Wash Station	BCI 2-23	Good	Public Works	
Environmental Inst. Rack	BCI 2-24	Good	Shelton	
Christie Battery Charger	BCI 2-25	Fair	Lloyd	
Air Compressor	BCI 2-26	Fair	Cross	
Pressure Transducer	BCI 2-27	Fair	Shelton	
3-Work Benches	BCI 2-28	Good	Cross	
Refrigerator	BCI 2-29	Poor		
Electric Distribution Panel	BCI 2-31	Good	Public Works	
Generator	BCI 2-32	Fair	Public Works	
3-Generators	BCI 2-33	Fair	Public Works	
2-Transfer Pumps	BCI 2-34	Poor	Public Works	



ITEM	BCI ID #	PHYSICAL CONDITION	RESPONSIBLE PARTY	STATUS
Generator	BCI 2-35	Fair	Public Works	
Electric Pump	BCI 2-36	Fair	Public Works	
2-Deepwell Pumps	BCI 2-37	Poor	Public Works	
Hot Water Heater	*BCI 2-43	Poor	Public Works	
Transformer	BCI 2-38	Fair	Public Works	
Electric Distribution Panel	BCI 2-39	Fair	Public Works	
Cathodic Protection Rectifier	BCI 2-40	Fair	Public Works	
8' Wood Ladder	BCI 2-41	Good	Beasley	
4-Cabinets, Stainless Steel	*BCI 2-44	Good	Public Works	
Electric Stove	*BCI 2-45	Poor	Public Works	
Refrigerator	*BCI 2-46	Poor	Public Works	
A/C Window Unit	*BCI 2-47	Poor	Public Works	
Sink	*BCI 2-48	Poor	Public Works	
Toilet	*BCI 2-49	Poor	Public Works	
Shower	*BCI 2-50	Poor	Public Works	

\* Photographed but not tagged.

ITEM	BCI ID #	PHYSICAL CONDITION	RESPONSIBLE PARTY	STATUS
49-Batteries - Not in Use	**	Poor	Preble/McDonald	
2-Fire Extinguishers - Wheeled	**	Fair	Fire Dept.	
3-Fire Extinguishers - Wall Mount	**	Fair	Fire Dept.	
6-Fire Extinguishers - CO <sub>2</sub>	**	Fair	Fire Dept.	
3-Fire Extinguishers - Chemical	**	Fair	Fire Dept.	
2-Drums Diesel	*BCI 2-53	Poor	Shelton	
1-Drum Used Oil	*BCI 2-52	Poor	Preble/McDonald	
2-5 Gal. Cleaning Solvent	*BCI 2-51	Fair	Preble/McDonald	
4 Navigation Unlighted Buoys	*	Good		

\*Photographed but not tagged.

\*\*Counted but not tagged.

DEMOLITION/SALVAGE ANALYSIS  
CONTRACT #N62477-82-C-0393  
STAGE I HAZARDOUS MATERIALS

<u>ITEM</u>	<u>BCI ID #</u>	<u>RESPONSIBLE PARTY</u>	<u>STATUS</u>
Acetelyne Tank -125 ft. <sup>3</sup>	BCI 1-18		
Paint Cabinet	BCI 1-43		
48-Batteries Not in Use		Smith	
3 Boxes Miscellaneous Chemicals	BCI 1-76	Preble	

DEMOLITION/SALVAGE ANALYSIS  
CONTRACT #N62477-82-C-0393  
STAGE II HAZARDOUS MATERIALS

<u>ITEM</u>	<u>BCI ID #</u>	<u>RESPONSIBLE PARTY</u>	<u>STATUS</u>
Helium Cylinder	BCI 2-20		
Nitrogen Cylinder	BCI 2-20		
Paint Cabinet	BCI 2-22		
49-Batteries - Not in Use			
2-5 Gal. Cleaning Solvent	BCI 2-51		

DEMOLITION/SALVAGE ANALYSIS  
 CONTRACT #N62477-82-C-0393  
 STAGE I - ITEMS THAT MAY AFFECT DISPOSAL

ITEM	BCI ID#	POSSIBLE POLLUTANT
Single Drum Winch	BCI 1-15	PCB in motor windings
Stiffleg Crane w/Wheels	BCI 1-16	Lube oil in base of engine Diesel Fuel residue in tank
A/C Window Unit	BCI 1-20	PCB in motor windings
4-A/C Window Units	BCI 1-52	PCB in motor windings
Fan	BCI 1-53	PCB in motor windings
Washing Machine	BCI 1-62	PCB in motor winds, oil in tank
Clothes Dryer	BCI 1-63	PCB in motor windings
Fan	BCI 1-68	PCB in motor windings
Miller Welding Machine	BCI 1-38	PCB in motor windings
Air Compressor	BCI 1-39	Oil in base of compressor PCB in motor windings
Lathe	BCI 1-41	Oil residue
Refrigerator	BCI 1-42	PCB in motor windings
Diesel Day Tank	BCI 1-45	Diesel Fuel (approx. 500 gals.)
6 KW Onan Generator	BCI 1-46	Oil in engine base PCB in motor windings
2-Generators	BCI 1-47	Oil in engine base PCB in winds
Electric Distribution Panel	BCI 1-48	PCB in transformers
1-Generator	BCI 1-49	PCB in windings, oil in base
Fuel Oil Transfer Pumps	BCI 1-51	Diesel fuel residue
1 Drum Used Oil	BCI 1-77	Lube Oil
Diesel Fuel Tank - Built In with approx. 8000 gals. Diesel Fuel		
Oil Sludge on floor in Generator Area		
Lube Oil Tank - Built In		
Red Lead Primer Paint on Deck		

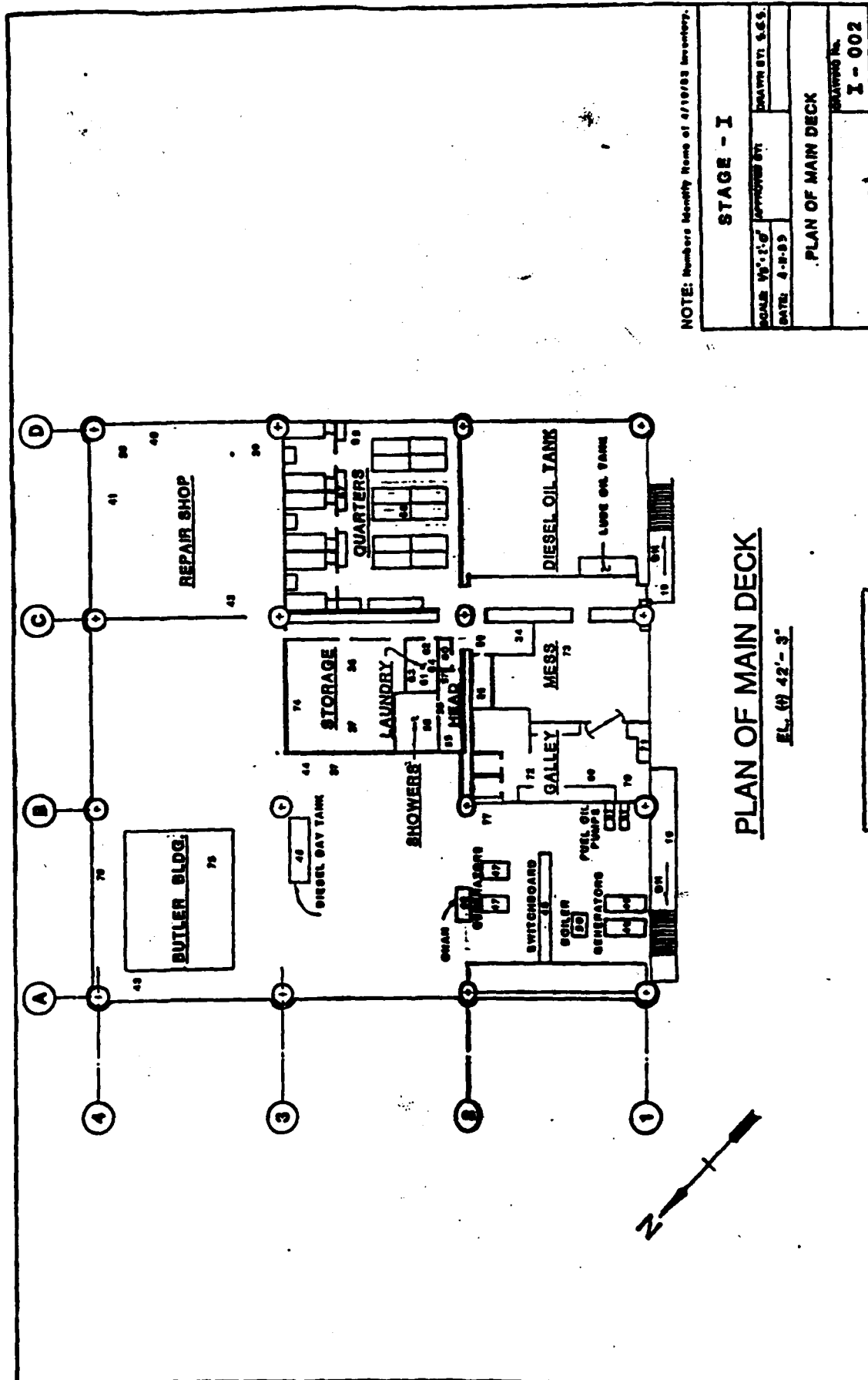
DEMOLITION/SALVAGE ANALYSIS  
 CONTRACT #N62477-82-C-0393  
 STAGE II - ITEMS THAT MAY AFFECT DISPOSAL

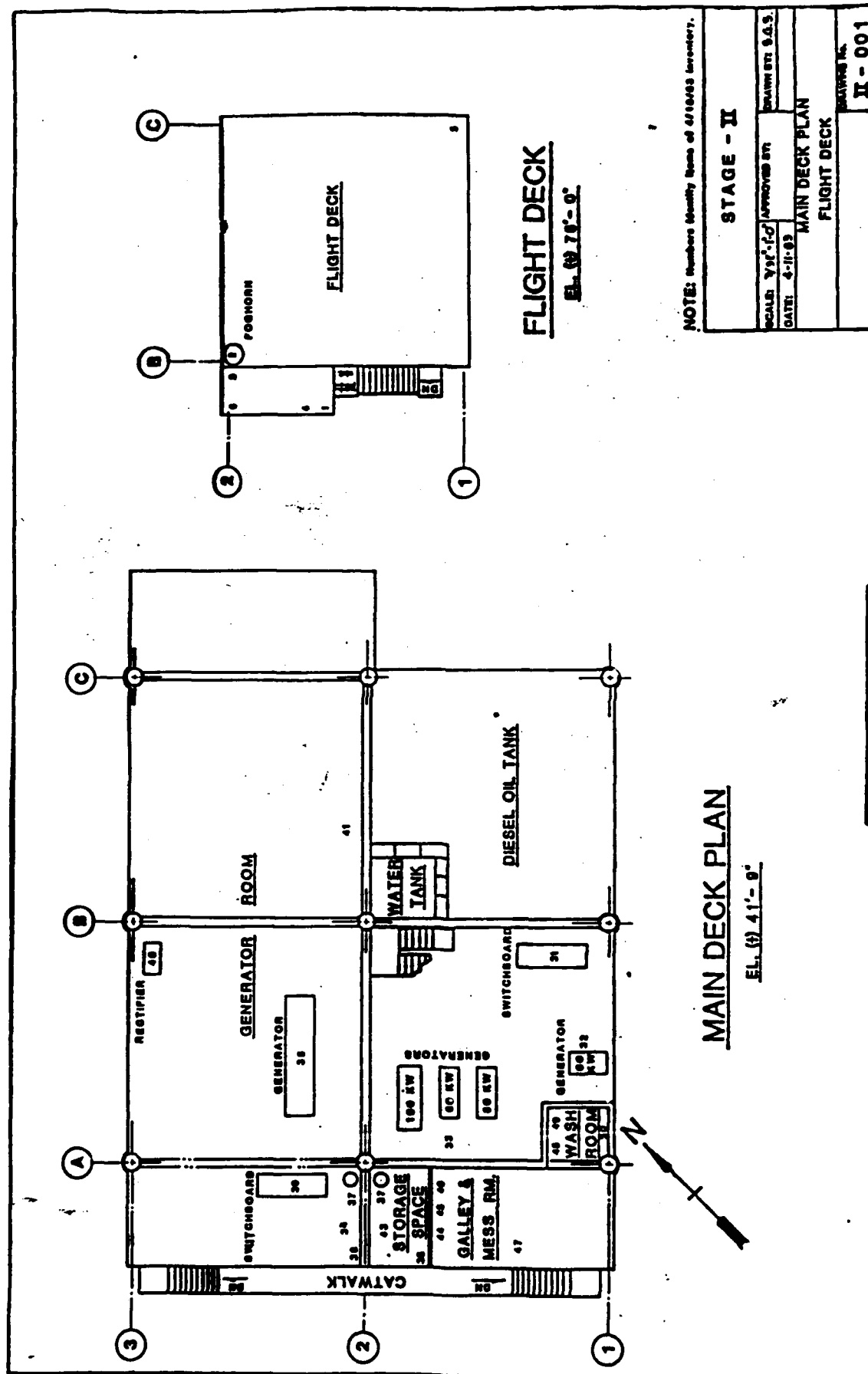
ITEM	BCI ID #	POSSIBLE POLLUTANTS
6 KW Onan Generator	BCI 2-18	PCB in motor windings Oil in base
Electric Winch	BCI 2-19	PCB in motor windings
Oil Drum Hand Pump	BCI 2-21	Lube oil
Air Compressor	BCI 2-26	PCB in motor windings Oil in base
Electric Distribution Panel	BCI 2-31	PCB in trans & wiring
Generator	BCI 2-32	Oil in base & PCB in winds
3-Generators	BCI 2-33	Oil in base & PCB in winds
2-Transfer Pumps	BCI 2-34	Lube oil & diesel oil residue
Generator	BCI 2-35	Oil in base & PCB in windings
Electric Pump	BCI 2-36	PCB in windings
2-Deepwell Pumps	BCI 2-37	PCB in motor windings
Transformer	BCI 2-38	PCB in cooling oil
Electric Distribution Panel	BCI 2-39	PCB in wiring
Cathodic Protection Rectifier	BCI 2-40	PCB in transformer cooling oil
A/C Window Unit	BCI 2-47	PCB in motor windings
2-Drums Diesel	BCI 2-53	Diesel fuel residue
1-Drum Used Oil	BCI 2-52	Lube Oil
Diesel Fuel Tank - Built In w/unknown amount of diesel oil		
Red Lead Primer Paint on Deck		
Oil sludge on floor in generator area		

**VIEWGRAPHS**



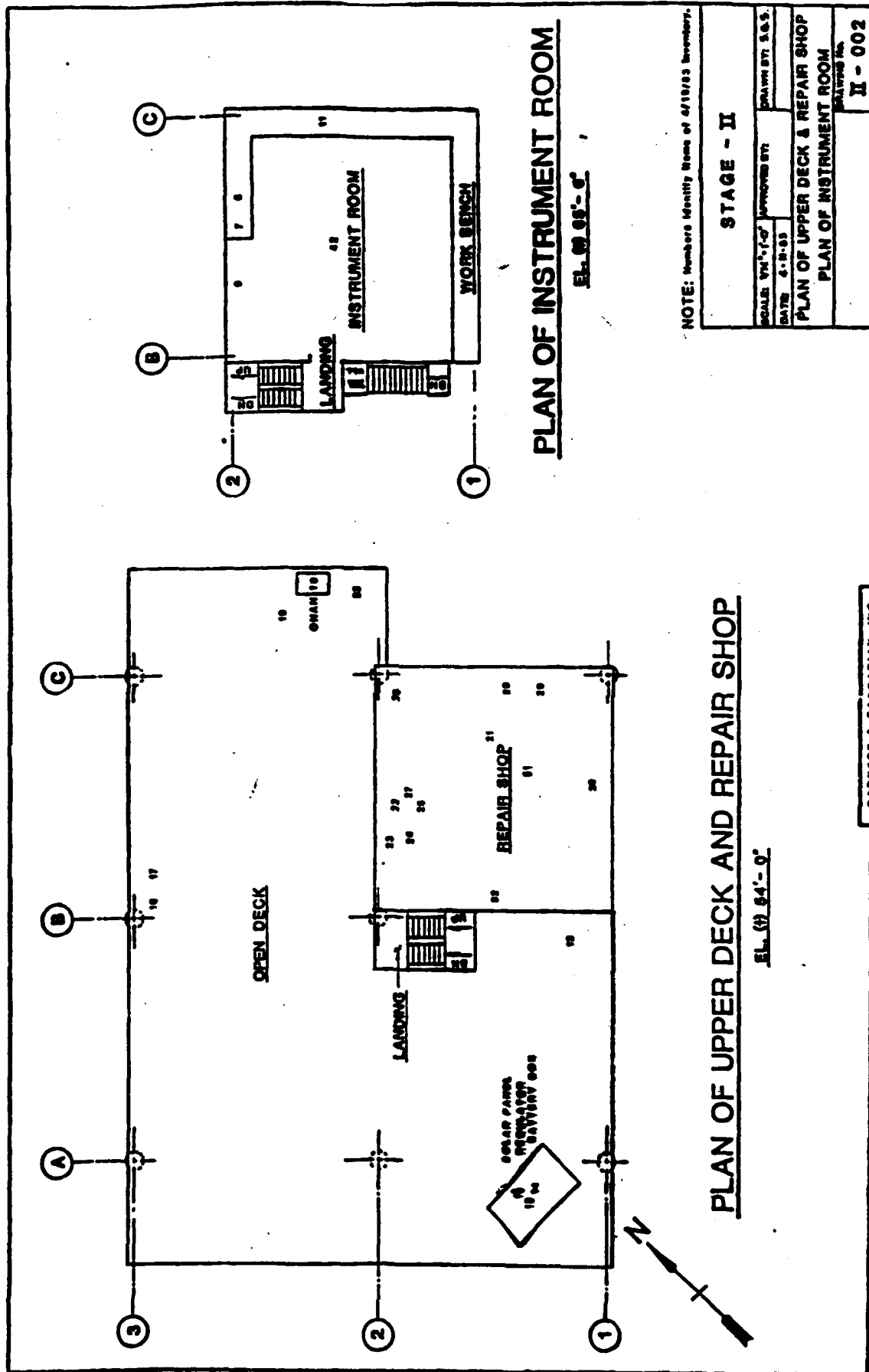






NOTE: Numbers identify items of 416493 inventory.

SCALE: 3/8" = 1'-0"	APPROVED BY:	DESIGNED BY: S.A.S.
DATE: 4-11-63	MAIN DECK PLAN	
FLIGHT DECK		
BARNETT & CASABIAN, INC.		
II - 001		



Method - Disposal of deck & tower together  
 - strip all polluting items & clean decks  
 & blow w/ explosives to fall in place.

- Would delete major cost of floating crane.  
 could use much smaller rig

i.e. revised cost estimate i.e. alt 1A

1 crane (large, small)	- 15,000/day
1 material barge	1,500/day
1 tug	5,000/day
Air diving sys	6,000/day
	<u>27,500/day</u>

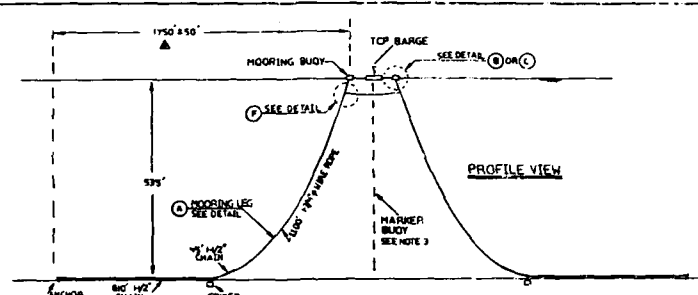
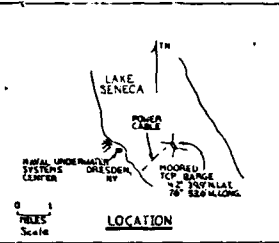
Disposal Cost ~ 15,000

Contract clean/Remove <sup>items</sup> deck for reef 100,000

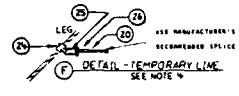
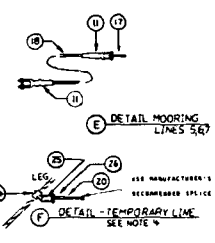
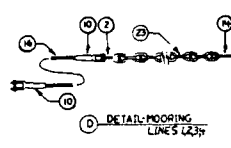
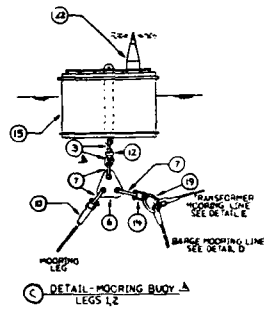
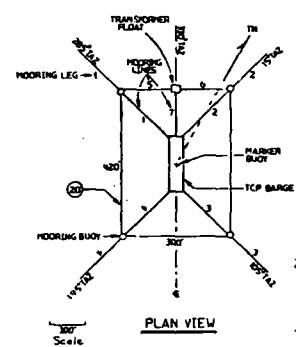
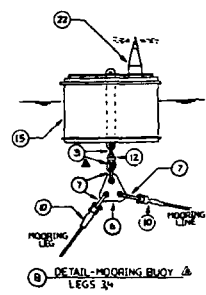
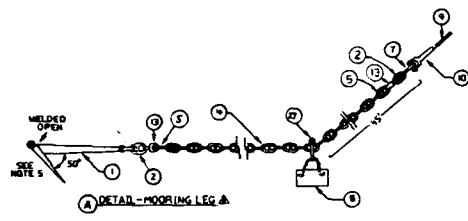
Time estimate - 16 days.

Cost: Salvage cont	16 x 27,500 = 440,000
disposal	15,000
clean	<u>100,000</u>
Est Cost	555,000
Cost 10%	<u>55,500</u>
	611,000

~ 1/3 Cost  
~~##~~



NO.	REVISION	DATE	BY	CHKD.	APP'D.
1	AS SHOWN	12/1/88	...	...	...



NOT TO SCALE UNLESS INDICATED

NO.	REVISION	DATE	BY	CHKD.	APP'D.
1	AS SHOWN	12/1/88	...	...	...
2	...	...	...	...	...
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**NOTES**

1. TCP BUOY (12" x 100") AND TRANSFORMER PLANT (10' x 10') TO BE PROVIDED AND MOORED BY THE CONTRACTOR. THE CENTER LINE OF THE TCP BUOY SHALL BE ALIGNED WITH THE CENTER LINE OF THE TRANSFORMER PLANT.
2. MOORING LINES 1, 2, 3, 4, 5 AND 6 SHALL BE ATTACHED AS SHOWN TO THE MOORING BUOY. MOORING LINES 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 SHALL BE ATTACHED TO THE MOORING BUOY AS SHOWN.
3. ALL MOORING LINES SHALL BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF THE MOORING SYSTEM.
4. MOORING LINES 1, 2, 3, 4, 5 AND 6 SHALL BE ATTACHED TO THE MOORING BUOY AS SHOWN. MOORING LINES 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 SHALL BE ATTACHED TO THE MOORING BUOY AS SHOWN.
5. ALL MOORING LINES SHALL BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF THE MOORING SYSTEM.

**REVISIONS**

NO.	REVISION	DATE	BY	CHKD.	APP'D.
1	AS SHOWN	12/1/88	...	...	...

**PROJECT INFORMATION**

PROJECT: TRANSFORMER CALIBRATION PLATFORM (TCP) IN POINT MOORING SITE, PLAN & DETAILS

DESIGNED BY: F. BOOTH

DATE: 12/1/88

SCALE: AS SHOWN

## DEMOLITION/SALVAGE ANALYSIS

### PHASE B

PROJECT NO. 176

### ENGINEERING SCOPE OF WORK

The following items comprise the scope of work:

#### 1. ALTERNATIVES

A brief, several page summary outlining in detail the disposal alternative selected will be submitted. This summary will contain the following:

- a. A general sequence of operations required to accomplish the job. This sequence of operations will consider both large derrick barge and small shearleg barge availability.
- b. A list of permits required to accomplish the job.
- c. A list of federal, state, and local agencies that will be involved throughout the job.
- d. A list of laws and regulations pertinent to the job.
- e. An adjusted cost estimate.
- f. A flowchart showing milestone dates for all distinct portions of the job.
- g. A list of contractors qualified to do the job.

## 2. CONTRACT DOCUMENTS

Contract documents and supportive material which can be considered as biddable documents will be submitted. These documents will contain the following:

- a. A complete scope of work to be used by the contractors in bidding the job.
- b. A set of job specifications to be followed by the successful bidder. These specifications will be prepared according to Federal Standards.
- c. A set of drawings containing all information necessary to allow contractors to bid the job.
- d. Copies of two video tapes of the under water inspection of 1981 and the inspection report.
- e. Copies of the present report containing topside inspection results, without cost estimates.
- f. List of equipment to be removed from platforms and taken ashore for Navy disposition.
- g. Copies of photographs showing important features of the platforms.

## 3. SITE VISIT

The A & E Contractor shall arrange for and supervise a visit to the job site by all contractors bidding the job. U.S. Navy to provide the transportation to the Stages.

4. BID ASSISTANCE

The A & E Contractor shall be available to answer questions concerning the bid. All questions and answers considered important will be distributed to all contractors bidding the job.

5. BID EVALUATION

The A & E Contractor shall be present at the bid opening to provide consultation and will evaluate all bids to ensure all requirements are met.

6. PERMIT APPLICATION

The A & E Contractor shall work with state or local government to assist in making application for all permits necessary. This application process shall begin at the outset of Phase B.



6 July 83  
Seelig

Notes on Preliminary Report No. 2

1. Include weather days in cost estimates (or are they already included?).
2. Cleanup of decks on site will be required for method B. What would additional cost be to make material clean enough to use in the reefs?
3. It may not be necessary to cut the piles 15' below the mudline where a reef is being built (ex page 6).
4. Page 10, item "a". "structures" should be "jackets".
5. What types of buoys are needed? What is the cost?
6. Page 14,15 etc. remove the term "hazardous".
7. Use tabs on Appendicies for easy identification.
8. Perhaps part of the decks could be used for reefs with Method B, while fuel tanks etc. could be salvaged onshore.

**DAT  
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